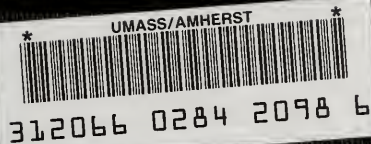


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MASSACHUSETTS
HIGHWAY COMMISSION

1907

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FOURTEENTH ANNUAL REPORT
OF THE
MASSACHUSETTS
HIGHWAY COMMISSION,

FOR THE FISCAL YEAR ENDING NOVEMBER 30, 1906.

PART I.—STATE HIGHWAYS AND MOTOR VEHICLES.
PART II.—SUPERVISION OF TELEGRAPH AND TELEPHONE
COMPANIES.

JANUARY, 1907.



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1906

APPROVED BY

THE STATE BOARD OF PUBLICATION.

Commonwealth of Massachusetts.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled.

The undersigned commissioners, appointed under the provisions of chapter 476 of the Acts of 1893 and of chapter 474 of the Acts of 1900, herewith submit, in Part I., their fourteenth annual report, in accordance with the provisions of chapter 47 of the Revised Laws, and, in Part II., their first annual report relative to their supervision of telegraph and telephone companies, under the provisions of chapter 433 of the Acts of 1906, both reports being for the fiscal year ending Nov. 30, 1906.

W. E. McCLINTOCK.

HAROLD PARKER.

JOHN H. MANNING.

BOSTON, MASS., Jan. 1, 1907.



PART I.

ANNUAL REPORT OF THE MASSACHUSETTS HIGHWAY COMMISSION.¹

In accordance with the provisions of chapter 280 of the Acts of the year 1903 the commission has had the sum of \$450,000 for new work during the year.

Considerable sums allotted for expenditure during the year 1905 were actually disbursed during the year 1906, unavoidable delays having prevented the completion of several contracts.

Additional lay-outs were made during 1906, amounting to 253,021 feet (47.92 miles), bringing the grand total up to 3,539,535 feet (670.37 miles). The number of miles of road finished during the year was 45, making a total of about 655 miles of completed State highway at the end of the year 1906. On most of the remaining 15 miles laid out but not completed the work is in various stages of progress, although in a few instances no work will be done under the contracts before the coming spring.

Since the passage of the "small town" act, in 1900, 108.23 miles of road in the "small towns" have been improved.

MEETINGS OF THE COMMISSION.

The commission has held 79 meetings at its office in Boston during the past year, besides many others at different points in the State.

The regular county hearings, provided for in the statutes, have been held. The attendance at these hearings was small,

¹ In accordance with the provisions of chapter 211 of the Acts of 1905 this report is made for the new fiscal year, ending Nov. 30, 1906.

and except in one or two of the counties but little interest was taken in them. There seems to be a feeling among the county and town officials that they should attend these hearings out of respect to the commission. They have but little to offer when they are there, and apparently do not feel repaid for their early start, long ride and long day's work.

CONTRACTS.

All work done by the commission must be done by contract, either with the town or city authorities, or, after due advertisement, with private contractors.

During the year 69 contracts for State highways were entered into, of which 19 were with town or city authorities and 50 with private individuals or corporations.

PETITIONS.

The total number of petitions for the location and construction of State highways up to the date of this report is 737.

During the year 1906, 29 new petitions were received. These petitions cover altogether 85.1 miles of road, and they are from 24 towns and 3 cities. The petitions received during the past year cover 72.1 miles of road not previously petitioned for.

STREET RAILWAYS.

There are at the present time street railways operating on State roads in 138 different cities and towns. In 8 of these municipalities there are two different companies.

The length of street railway track in the State on Sept. 30, 1906, according to the Massachusetts Railroad Commissioners, was 2,804 miles.

The relations between the highway commission and the officials of the different street railways operating along State roads, or roads which the commission proposed to take as State roads, have been almost without exception pleasant. The commissioners have used every effort to cause as little movement in line or grade of the street railway tracks as was consistent with good work, and the railway officials have frequently ungrudgingly made the changes asked for, often without awaiting the

hearing required by law or the formal decree of the commission. In several instances the street railway companies have united with the commission in paying their full share of the cost of bridges when such new bridges were to be permanent structures and seemed necessary for joint occupancy.

COUNTY ASSESSMENTS.

In accordance with the provisions of the statutes, the several counties in which State roads are built are required to repay to the State one-quarter of the amount expended during the year. The time of this repayment may, if desired, extend over six years from the date of the assessment; but in several instances, including some of those in which the amount of the assessment is greatest, the counties have preferred to pay the entire sum due at the end of each year. The amount assessed upon the counties during the year 1906 was \$149,451.94.

CULVERTS AND BRIDGES.

Most of the culverts and short bridges built during the past year have been of reinforced concrete.

The following bridges of reinforced concrete were built during the year:—

Becket,	.	.	A 28-foot span beam, over Walker Brook.
Hatfield,	.	.	A 17-foot span beam, over Broad Brook.
Haverhill,	.	.	A 13-foot span arch, over Hawkes Brook at Methuen line (under construction).
Huntington,	.	.	A 21.5-foot span beam, over Roaring Brook (under construction).
Mansfield,	.	.	An 18-foot span beam, over Rumford River (under construction).
Medway,	.	.	A 10-foot span beam, over Chicken Brook (extension).
North Brookfield,	.	.	A 12-foot span beam, over Moore's Brook.
Taunton-Dighton,	.	.	A 35-foot span arch, over Three Mile River.
Wenham,	.	.	A 12-foot span beam, over Miles River (cost paid by town of Wenham).

In the report of last year reference was made to disintegration in spots on the surface of five or six reinforced concrete abutments built in salt water. There has been no marked

change in these abutments during the year. The concrete seems to have become thoroughly hard, and it is doubtful if any further disintegration takes place.

On all abutments of this material built during the year, a mortar made of a mixture of one part of cement to one part of sand has been used on the face to the depth of about one and one-half inches. This was placed by using a thin metal diaphragm separating the richer front mortar from the standard concrete, and withdrawing the diaphragm when the concrete was in place and before it had set appreciably.

The two bridges over the Wewantit River, near the dividing line between Wareham and Marion, built in 1901, and supported by cast-iron piles, show a still further settlement since they were raised last year. This settlement takes place under the electric street railway track, and may eventually require the driving of additional piles.

CONSTRUCTION.

No material change has been made during the past year in the method of building roads. On no State road has there been a failure of well-laid telfording foundations or any V-shaped drains.

The Legislature of 1903 appropriated \$2,250,000 for State road construction, and provided that \$450,000 should be available in each of the five succeeding years. The last installment of this appropriation will be used in 1907.

In carrying out its comprehensive plan of a system of main State roads the commission has been materially aided by these advance appropriations of stated amounts. With such advance appropriations the work can be better laid out, the engineering force can be better regulated and the various petitioners are better satisfied.

The commission respectfully recommends for the careful consideration of the Legislature the passage of an appropriation act in 1907, similar to the one of 1903, the first installment to be available in 1908. Such an act should also provide for the use of any unexpended balance of the appropriation made in 1903.

MAINTENANCE.

The law of 1900 requires a payment to the Commonwealth by each municipality in which State roads are built of the cost of maintenance of such roads but not exceeding \$50 for each mile of State road in the respective municipalities. The total cost of repairs between Nov. 30, 1905, and Dec. 1, 1906, was \$68,382.28. There will be paid back into the State treasury, on account of maintenance, the sum of \$27,531.22, or about 40.28 per cent. of the total cost.

There has been no change in the methods of maintaining the State roads. About the same roads are maintained by contract as last year. It has not seemed desirable or economical to increase the contract work, as those parts of the State which are difficult to care for by day work, on account of the peculiar condition of the labor market, are now maintained by contract. The conditions may be referred to here. It is a fact that in certain districts men cannot be had to care for the roads at the season of the year when they are most in need of care, because of more profitable employment elsewhere. The only way these roads can be cared for is by contract, thus insuring the repair man more or less steady employment throughout the year. While this method has proved very satisfactory in certain districts, it has been less successful in others, because of the greater opportunities for employment for man and beast in other lines of work, the tendency being for the contractor to neglect the road under contract, to the annoyance of the traveling public and to the detriment of the road itself.

The past year has been an exceedingly bad one for stone roads. The winter was open and the State roads were repeatedly frozen and thawed. The result was a weakened foundation in several instances, and a breaking of the bond of the surface in many other instances. Considerable work was necessary during the winter and still more in the spring to put the roads back into reasonably good condition. In addition to this, there were two quite extended dry spells which more or less disturbed the bond and caused loose stone to stand upon the surface. This last difficulty was remedied as far as was possible by the spreading of a thin coating of sand over the surface; but

even this treatment, which had in previous years proved satisfactory, did not in all cases prevent the raveling out.

The change just made in the ending of the fiscal year from January 1 to December 1 reduced the maintenance appropriation for 1906 from \$70,000, the amount asked for, through inadvertence, to \$64,166.66. The suggested appropriation was based on the annual cost of maintenance per mile and the number of miles of State roads, and since but little repair work has ever or can ever be done in the month of December, on account of the weather, the appropriation should not have been reduced to the eleven months' basis.

The maintenance fund was still further reduced by the sum of approximately \$7,500, expended for the suppression of insect pests, such as the gypsy and brown-tail moths and the elm-tree beetle. Acting on the advice of the Attorney-General, the commission carried on this work.

Owing to these unusual conditions and the extraordinary drafts upon the maintenance fund, the commission regrets to report that the State roads have not been kept up to the standard of excellence which the public demands and which the commission is anxious to maintain.

Perhaps the most important discovery of the year is the extraordinarily destructive effect upon stone roads of the large number of swiftly moving automobiles. Practically all the main roads are thus affected. It has been noted that the binder is swept from the road, the No. 2 stone ($\frac{1}{2}$ -inch to $1\frac{1}{2}$ -inch size) is disturbed, in some instances standing on the surface and in other cases left in windrows along the roadside. The number of automobiles has rapidly increased during the year, and this increase will, in the opinion of the commission, continue indefinitely.

The commission is satisfied that a material change in the methods of maintaining stone roads must be made. While the old methods have proved satisfactory in the past, they fail under the present usage. The automobile has apparently come to stay, and it must be reckoned with. The commission believes that if the roads fail under the changed traffic they must be treated in a different manner, even if the cost of maintenance be largely increased.

It must be borne in mind that this excessive wear of stone roads by automobiles is not confined to Massachusetts. Reports from the newspapers and from the United States office of public roads show that the same trouble is experienced in all parts of the United States.

The roads of England, France and other countries of Europe are also showing signs of destruction by the same agency. The commission has reports from different sources confirming the statements of the destructiveness of automobiles. Letters from Mr. Alexander G. Uptegraff and Mr. Cortlandt F. Bishop of Lenox, and from Mr. John Burnett of Boston, have been of great assistance to the commission in reaching a final conclusion as to the best treatment of stone roads to reduce to a minimum the destructive effect of automobiles. These letters describe the conditions and treatment in England and France. In those countries the use of tar is quite common and the results from its use are spoken of as good. The same material has been used successfully in some of the States of the Union. Experiments made with tar by the Metropolitan Park Commissioners on the Revere Beach boulevard, and by Mr. Charles W. Ross, Street Commissioner of Newton, on the Newton boulevard, have proved to be very successful. On these roads the dust has been laid, the raveling out prevented and the general destruction stayed.

The commission believes it is ready to treat this problem if the Legislature will make the needed appropriation. It is estimated that \$50,000 will be needed for this special work next year.

The commission recommends appropriations from the treasury of the Commonwealth of the following sums: for maintenance, \$70,000; for extraordinary repairs made necessary by automobiles, \$50,000; for the suppression of insect pests, \$10,000; subject to the provisions and limitations of section 16, chapter 47 of the Revised Laws.

"SMALL TOWN" WORK.

The good results accomplished under the "small town" act prove the wisdom of this enactment. The small towns appear to appreciate heartily the aid of the State, and almost without

exception they make additions to the allotments made by the commission.

The standard of work and the methods of repairing the roads have continually improved since 1901. The wooden culverts are rapidly disappearing, being replaced by stone culverts or iron pipe. Water bars are becoming gradually removed; and in many towns the worn-out material that has washed into the gutter, instead of being scraped back into the centre of the road as formerly, is now discarded and new material substituted therefor, which is a better practice and more economical in the end. Better drainage facilities are provided, and outlets through the banks are now built for the quick removal of water from the roads. Ledge outcroppings and bowlders have been taken out, instead of being covered up with dirt, as was formerly too often the general custom.

Roads that prior to 1901 would have been tolerated without complaint will not answer now. The old system of repairing the roads in the spring and of doing no more work on them for the ensuing year is now looked upon with contempt. In many towns the people insist that the repairs shall be made when they are necessary, which, of course, is the only correct way.

Wherever there is any completed line of road improved under the "small town" act the loads have doubled in weight and the time necessary for a trip has been lessened considerably.

One small town has bought a stone crusher. This is a very encouraging feature, brought about by the "small town" enactment, and it will be the means of securing good roads where good gravel is entirely lacking.

LYNN ROAD.

On May 26, 1902, a special appropriation of \$100,000 was made for building a road on the sea side of the Boston, Revere Beach & Lynn Railroad, and extending from Saugus River to Commercial Street in the city of Lynn.

The embankment of this road, up to grade 12 above mean low water, was finished last year, the work having been done by Fred E. Ellis, contractor.

The contract for placing the ballast and broken stone, building guard rail, paving gutters and finishing the road ready for

use was awarded to R. F. Hudson, contractor, on Jan. 30, 1906. Work was begun February 26, and finished June 30; and the road was opened to the public July 7, 1906.

There has been paid out on account of this road, under the Ellis and Hudson contracts, and including miscellaneous expenses, the following amounts, viz.: —

Ellis contract and miscellaneous items, ...	\$72,198 95
Hudson contract and miscellaneous items, ...	27,800 70
Total, ...	\$99,999 65

This amount is exclusive of land damages. These have not as yet been settled, but are under consideration.

The principal quantities on this work, under the Hudson, 1906 contract, are as follows, viz.: —

Cubic yards earth excavation, ...	46
Cubic yards gravel filling, ...	5,134
Tons broken stone, ...	6,152.025
Tons broken stone, screenings for sidewalks, ...	269.65
Lineal feet 6-inch clay pipe, ...	41.4
Lineal feet guard rail, ...	8,796
Stone bounds, ...	11
Catch basins, ...	11
Square yards riprap, ...	1,661
Square yards block-paved gutters, ...	1,946.3
Cubic yards rock embankment, ...	1,682

The principal quantities under the Ellis and the Hudson contracts are as follows, viz.: —

Cubic yards excavation, ...	46
Cubic yards earth and gravel filling, ...	78,708
Cubic yards rock embankment, ...	17,925
Square yards riprap, ...	5,861
Portland cement concrete culverts, ...	3
Lineal feet 6-inch clay pipe, ...	173.4
Tons broken stone, ...	6,152
Tons broken stone screenings for sidewalks, ...	269.65
Lineal feet guard rail, ...	8,796
Square yards block-paved gutters, ...	1,946.3
Stone bounds, ...	11
Catch-basins, ...	11

The road from Revere Street, Revere, to the Saugus River, built under the direction of the Metropolitan Park Commission, was finished and opened to the public July 7, 1906. The city of Lynn is extending the road from Commercial Street, the end of the State highway, easterly into Lynn.

The completion of the Lynn section will provide a continuous drive over splendid roads from State and city park reservations on the south and west of Boston to the unsurpassed drives along the north shore.

STEAM ROAD ROLLERS AND STONE-CRUSHING MACHINERY.

The commission has now under its control 16 steam rollers and 2 portable stone-crushing plants.

The steam rollers were used 1,103.5 days on town work in 26 different towns. All requests by towns for work of this character were granted. The rollers were also used 225.5 days on State highway repair work, on 25 different roads; 272.5 days by towns contracting for the building of State roads, including the "small town" roads; 113 days by private contractors on State highway contracts; and 5 days on work done in connection with the laying of a telephone conduit on one of the State roads. The total number of days' work during the year was 1,719.5, an average of 107.5 days for each roller.

The total cost of maintenance for the year was \$2,468.96. Of this amount, \$1,725 was paid for practically rebuilding two of the rollers, Nos. 6 and 7, which have been in active service since 1896-97; and \$743.96 was expended for the ordinary repairs. Including the expense of supervision and inspection of the rollers, the average cost of such ordinary repairs has been 98½ cents per day for each roller in use.

The number of requests from town officials for the use of the rollers has been somewhat in excess of those in previous years.

One of the rollers purchased in 1896, and possibly two, will have to be sent to the shop this year for thorough repairs.

One of the portable stone crushers has been located in the town of Sandisfield, where it has done good service; the other was used in Carver and Hanson. The stone for 2.37 miles of stone road was crushed by these machines, a total of about 5,300

tons. The entire cost of operation, repairs and moving has been borne by the towns using the crushing machinery.

Mr. George E. Rayner, who had been employed for several years as inspector of steam rollers, resigned his position June 1. Mr. Ernest A. Spencer was appointed to the position so vacated, and began his duties July 2, 1906.

SURVEYS AND ENGINEERING OFFICE WORK.

During the year surveys for preliminary studies, estimates and lay-outs were made in 43 towns, a total length of 44.47 miles; and grade stakes for construction work were set in 101 towns for a length of 79.37 miles, part of these being for unfinished work in 1905.

Final surveys were made in 49 towns, a total length of 40.84 miles. Surveys for "small town" work were made in 32 towns, a total length of 14.79 miles; and about 6 miles of miscellaneous surveys were made for roads to be constructed by towns.

Plans, profiles and cross-sections were plotted of surveys in 59 towns, representing a length of 60.67 miles.

Lay-out plans have been made of roads in 70 towns, of a total approximate length of 47.78 miles. Plans to accompany decrees for street railway locations on State roads and for provisional locations have been made in 13 towns. Plans and profiles have been made for work under the "small town" act in 29 towns.

Preliminary estimates in 105 towns, representing 79.61 miles, have been made; and also final estimates in 63 towns, representing 53.39 miles.

A survey for a profile of the Newburyport turnpike, about 28 miles in length, has been made and the profile plotted.

It will be noted that surveys have been made for 6 miles of roads to be constructed by towns. Not only have these surveys been made, but, in many instances, the plans have been made, specifications drawn, the work advertised, bids opened, and the contract work generally supervised. The commission believes that by doing this kind of work it is rendering the most effective service for good roads, as it not only guides the local authorities, but increases the number of expert road builders.

TREE PLANTING.

The third year has passed since the systematic planting of trees along State highways was begun by the commission, and in all about 12,000 trees have been set out. The report of the forester (see Appendix I.) gives in detail the location and condition of these trees, and to that reference is made for such information.

The general plan of the commission, as stated in previous reports, has been followed, and the effect of lining the State roads with ornamental trees is beginning to be noticeable.

The cost of planting trees during the year (\$1.10 per tree) is somewhat more than last year, due largely to the additional cost of preparing the ground for receiving the trees. It has been found by the experience of former years that a slight additional cost in this respect is advisable. The cost of maintaining trees already planted including the cost of replacing dead or defective trees, has been approximately 16 cents per tree.

It is the purpose of the commission to use the native trees that grow along the roadsides wherever they are available, and to improve their condition and beauty by removing defective ones or by thinning them out where too thick for their successful development. It is not, however, the intention to destroy or injure the characteristic attractiveness of the New England roadsides, but to encourage the growth of the native shrubs and vines as well as trees, wherever such treatment is appropriate.

The nursery established by the commission has, by care and cultivation, become in all respects satisfactory. It is located on a gently sloping hillside, with a soil adapted to its usage. It is supplied with town water and is near the railroad station. The trees make excellent growth, and by means of it defective or sickly trees are saved.

The destruction of insect pests has been attempted under the general supervision of Mr. A. H. Kirkland, Superintendent for the Suppression of Gypsy and Brown-tail Moths, but paid for from the highway maintenance appropriation and under contracts with the commission. It is respectfully represented that this work might be more effectively carried on if the money

were placed directly in Mr. Kirkland's hands, and his work done as a whole, and not as at present, where the responsibility is divided in the same territory.

AUTOMOBILE REGISTRATION.

The increase of the work in this department has been phenomenal. The commission has continued the policy of previous years, which is to have a sufficiently large clerical force to issue the licenses and certificates of registration with as little delay to the applicants as possible. At no time during the year has the work been more than two or three days behind.

Complete card indexes have been made, showing all licenses and certificates issued and the reports received from the district courts.

It is estimated that fully 15,000 persons called during the year either for papers or for information.

The following tabulation shows the number of registration certificates and licenses to operate issued in the year 1906, between January 1 and December 1, and the amount of the fees received for the same:—

Certificates of registration:—

Automobiles, ...	6,572 at \$2 00,	\$13,144 00
Motor cycles, ...	665 at 2 00,	1,330 00
Manufacturers and dealers, ...	151 at 10 00,	1,510 00

Licenses to operate:—

Ordinary operators, ...	4,649 at 2 00,	9,298 00
Professional chauffeurs (new), ...	3,391 at 2 00,	6,782 00
Professional chauffeurs (renewed), ...	2,043 at 50,	1,021 50

Total, ...		\$33,085 50
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Approximately 12,922 number plates, weighing in the aggregate about 6½ tons, have been taken from their packing boxes and packed carefully in wrappers ready for delivery. About 3,000 of such packages have been sent off by express; and 5,434 badges for professional chauffeurs have been delivered.

There have also been issued 800 certificates and licenses to replace that number lost; and records have been made of 2,100

transfers of ownership, and many hundred permits for temporary number plates have been issued.

Under the provisions of the Acts of 1905, chapter 111, as amended by the Acts of 1906, chapter 412, section 5, it is required that courts and trial justices keep full records of every case in which a person is charged with a violation of any of the provisions of chapter 473 of the Acts of the year 1903, or any other act relative to automobiles or motor cycles, and to file certified copies of such records in the office of the commission. Under the law of 1905, 166 reports were filed between Jan. 1, 1906, and June 24, 1906, and between the latter date and Dec. 1, 1906, 847 reports were filed, — a total number of reports during the period covered by this report of 1,013. The copying of these reports entails a considerable amount of clerical work. A less technical and complete report would, in the opinion of the commission, be sufficient for all the purposes of the act, and an abstract of the record containing information as to the parties to the case, the nature of the offence, the date of the hearing, plea, judgment and the result, certified by the clerk of the court as a true abstract from the records of the court, would be sufficient for all ordinary purposes.

The commission therefore recommends that the law be so amended as to permit an abstract of the record to be filed instead of a certified copy of the full report, and that the abstract be made upon forms to be supplied by the commission, and to contain such information and particulars as the commission may deem necessary.

The copies of the court records received during the year, numbering 1,013, as before stated, were carefully filed and indexed. During that time 12 licenses and 6 certificates of registration were revoked because of convictions for reckless driving, intoxication, for operating so as to endanger the lives and safety of the public, or, after three convictions, for over-speeding.

During the year the commission has heard 36 complaints of careless or reckless driving, and has suspended or revoked 11 licenses and 4 certificates of registration, in addition to those just mentioned.

Many informal complaints have been investigated, and a large

number of cautionary notices have been sent to persons charged with overspeeding or other violations of the automobile laws.

In accordance with the provisions of chapter 353 of the Acts of the year 1906 the commissioners have established certain rules and regulations concerning the use and operation of motor vehicles. The commissioners believe that the present law is ample to control the operation of motor vehicles if it is wisely enforced. There is no uniformity among the different cities and towns in enforcing the law against reckless operating. Some of the towns make no attempt to enforce the law, although it is a matter of common knowledge that certain persons often drive recklessly. Other towns are making an honest effort to regulate the speed and are more or less successful in their efforts. But the really reckless operator, the man whose main idea seems to be to annihilate distance, is very rarely apprehended, as he apparently posts himself as to the location of "traps" and uses care upon roads that are watched.

The commissioners think it doubtful that the cities and towns will, unaided, succeed in accomplishing any permanent or general results. Reckless driving may be prevented on short, measured stretches of road, by watching and taking the time of all automobiles passing, but outside of these parts of roads, or even on them, unless they are guarded, there is no control of the speed.

The commissioners have given 4 hearings in towns where the selectmen have made special regulations governing automobiles. There seems to be a feeling among the officers of some towns that the passing of these special regulations is all that is required. No effort was made to enforce the law previous to the passage of the regulations, and in certain instances the opinion was expressed that nothing would be done later.

NEWBURYPORT TURNPIKE.

Chapter 93, Acts of 1906, authorized and directed the Massachusetts Highway Commission to make such studies and surveys of the Newburyport turnpike as shall determine the best future procedure of the State, and of the various towns through which it passes, relative thereto.

The commission has caused a survey of this road to be made

from its crossing of the Saugus Branch Railroad in Malden to its terminus in Newburyport, and an estimate of the cost of building.

The Newburyport turnpike was built under a charter granted by the General Court of 1803. It was to begin at the head of State Street in Newburyport and end at Malden bridge, and was "to be as nearly in a straight line as practicable." The company was authorized to erect gates and collect toll on all kinds of vehicles, and on all pedestrians and live stock. It was also required to keep the road in good condition, and to report all earnings, expenses and dividends annually to the Secretary of State.

No report of the receipts and expenses was ever made; hence it is impossible to learn anything as to the cost of building or maintaining this road. As far as can be learned by a careful search, the turnpike charter was never annulled.

Like most of the turnpikes, it was ordered to be built in as nearly a straight line as practicable. It was to be the main road between Boston and Newburyport, and over it were to pass the stages carrying through mail, freight and passengers. In its building no change of direction was made, either to avoid hills or to accommodate the population to the right or left of a straight line. The road served its purpose, probably, up to the time of the building of the railroads, but the changes thus brought about were so great that its usefulness as a through road no longer existed, and thereafter it simply served the comparatively few people living adjacent to it.

The Newburyport turnpike may be divided into three divisions; first, from Malden bridge to the crossing of the Saugus Branch Railroad; second, from the crossing of the Saugus Branch Railroad to Andover Street (east branch of the old Essex turnpike); third, from Andover Street to Newburyport. These three divisions will be discussed in detail.

First Division.

From Malden bridge to the Saugus Branch Railroad the road passes through the business centre of the city of Everett, and a fairly populous part of Malden, a district which has had a phenomenal growth during the past twenty-five years, and a

growth which is apparently destined to continue. A double-track street railway occupies the centre of the way with its tracks; water pipes are laid under the surface throughout the entire distance, and sewer and gas pipes are laid for a greater part of the distance.

Under the complications that are sure to exist if the State maintains the roadway and the municipalities the different structures beneath the surface, it does not seem wise at the present time to lay out this part of the turnpike as a State road. Moreover, the board of aldermen of neither Everett nor Malden has petitioned to have the road so laid out.

Second Division.

The Newburyport turnpike from the Saugus Branch Railroad to Andover Street, passing through a part of Malden, Melrose, Saugus, Lynnfield, Peabody and Danvers, to Andover Street, is a much used and important main road leading to Boston. There appears to be no reason why it should not properly be laid out and maintained as a State road. It is one of the roads which, if petitioned for by the different boards of aldermen or selectmen, would be considered by the highway commission and laid out and built as a State road as fast as the available funds would permit.

Third Division.

The road from Andover Street to Newburyport is improperly laid out, the grades are excessive, the population along it is sparse, the villages on either side are provided with other roads better laid out, and there appears to be no reason why it should become a State road. No part of this division has been petitioned for as a State road by the selectmen of Danvers, Topsfield, Ipswich or Rowley. A short length in Newbury and the part of it in Newburyport have been petitioned for, but the highway commission, after numerous hearings and views, determined that the community as a whole would not be best served by building over the turnpike.

Following is an estimate of the cost of building divisions 2 and 3. No estimate has been made of the cost of building division 1. The plans and profiles, together with the details of the estimates, are on file in the office of the highway commission.

Estimate of the Cost of Building the Newburyport Turnpike from the Crossing of the Saugus Branch Railroad to Newburyport, in Two Sections.

Section 1, from Saugus Branch Railroad to Andover Street in the town of Danvers, a distance of 52,400 feet, or 9.93 miles :—

21,815 cubic yards earth excavation and filling, ...	\$11,060 00
81,300 square yards shaping for broken stone, ...	2,439 00
5,700 lineal feet guard rail, ...	1,425 00
2,632 cubic yards rock excavation, ...	5,264 00
25,087 tons broken stone, ...	37,630 00
586 lineal feet pipe culverts, ...	533 00
16 concrete culverts of varying sizes, ...	6,389 00
Engineering and incidentals, ...	7,769 00
Total, ...	\$72,509 00

Section 2, from Andover Street in the town of Danvers to Newburyport, a distance of 93,600 feet, or 17.73 miles :—

143,420 cubic yards excavation and filling, ...	\$66,213 00
163,386 square yards shaping for broken stone, ...	4,902 00
50,150 lineal feet guard rail, ...	12,537 00
5,010 cubic yards V drain, ...	5,010 00
5,375 cubic yards rock excavation, ...	10,750 00
48,300 tons broken stone, ...	72,450 00
1,494 lineal feet pipe culverts, ...	1,723 00
27 concrete culverts of varying sizes, ...	31,262 00
Bridge over Parker River, ...	25,000 00
Engineering and incidentals, ...	27,582 00
Total, ...	\$257,429 00

An analysis of these estimates shows that the estimated cost per mile of work in section 1 is \$7,302, and in section 2, \$12,940.

A still further study shows the cost of different parts of the work to be per mile as follows :—

Section 1 :—

Excavation of all kinds and filling, ...	\$2,116 00
Guard rail, ...	162 00
Broken stone surface, ...	4,243 00
Culverts, ...	781 00

Total cost per mile, ... \$7,302 00

Section 2 :—

Excavation of all kinds and filling, ...	\$5,172 00
Guard rail, ...	793 00
Broken stone, ...	4,576 00
Culverts, ...	2,081 00
V drain, ...	318 00

Total cost per mile, ... \$12,940 00

ENGINEERS AND CLERKS.

The engineering work of the commission during the past year has been under the general direction of Mr. Austin B. Fletcher, secretary of the Board.

Messrs. Andrew M. Lovis and Sidney A. Parsons, first and second assistant engineers, respectively, have had charge of the surveying parties and of the office engineering work.

Messrs. William R. Farrington, John A. Johnston, Frank H. Joyner, Franklin C. Pillsbury, Warren B. Wheeler and Charles H. Howes, division engineers, have had charge of construction work in the field. Mr. Wheeler left the service of the commission April 14, 1906, and was succeeded by Mr. Howes.

The following men have been employed as resident engineers of the first class: George R. Brown, Albert D. Dudley, Percival H. Everett, Lyman L. Gerry, Charles H. Howes (3 months), Howard C. Holden, Everell J. Nichols, Hiram D. Phillips, David H. Winslow and George R. Winslow (21½ months).

The following men have been employed as resident engineers of the second class: William G. Addis, Daniel H. Dickinson, Martin W. Fisher, William P. Hammersley, Frank H. Morris, Charles H. Norton, C. Alden Welton and Wilbur T. Wilson (11½ months).

The following men have been employed as resident engineers of the third class: Emory S. Bingham (9 months), George G. Blackmer (8 months), William G. Burns (4 months), George A. Curtis (5 months), Fred H. Cunningham (8 months), Louis T. C. Loring (8 months), George D. Marshall (9 months), W. A. Rowell (7 months), William M. Stodder (10 months), Charles S. Tinkham (4½ months), Robert A. Vesper (9 months) and Arthur C. Downs (3½ months).

The following men have been employed on survey work: chiefs of party: Messrs. Emory N. Colburn, David W. Merrill, Harold R. Starbird and Fred M. Stuart. Transitmen: Messrs. Arthur L. Bridgham (1 month), Albert E. Ferguson (3 months) and E. M. Young (2 months). Rodmen: Messrs. Abram N. Ashline (5 months), William G. Burns (8 months), George A. Curtis (3 months), A. T. Edwards (7 months), Ralph W. Emerson (3½ months), Paul H. Heimer (2½ months), William J. Lumbert (3 days), Paul McClintock (2 months), Herbert C. Poore (2½ months), Leslie C. Whittemore (3 months) and Granville M. Willis (6 months).

The following men have been employed as draughtsmen and office assistants: Messrs C. Ridgley Brown, Fred H. Cunningham (4 months), Myron B. Hoyt (2 months), Arthur Larabee, Louis T. C. Loring (4 months), Edward F. Odell (7 months), Arthur L. Southworth (1 month), James H. Taylor, Charles S. Tinkham (7½ months) and William N. Wade.

The following have been employed as stenographers for the division engineers: Mr. Ernest F. Shay, Mrs. Clara C. Joyner, Mrs. Katherine Meyer Horn, and Misses Elizabeth A. Riley and Alice G. Kingston.

Mr. Elting J. O'Hara has had charge of the work in the automobile department, under the direction of the secretary, and the following clerks have also been employed in that department during the past year: Helen C. Bridge (5 months), Mary E. Burke (3 months), Hannah F. Dowd (7 months), Inez M. Felt (6 months), Madison C. Lewis (2 months), Ethelyn B. Marlatte (5 months), Agnes L. Moulton (4½ months), Ida L. Poore, Irving L. Redfield (7 months), Grace A. Robbins (3 months), Charles H. W. Woods (6½ months) and Carl J. Youngren. George G. Mann was employed 6½ months and Douglass J. Haydock 4 months as messengers.

The clerical force employed has been as follows: John M. McCarthy, assistant to the secretary; Mary A. Riley, Nellie M. Barlow, Henrietta E. Briggs (4 months) and Hannah F. Dowd (5 months), stenographers; Edward A. Austin, accountant; Alice M. Worthen, copyist; Fred Fair and George F. Murdock, clerks.

Mr. George E. Rayner, employed as inspector of road-build-

ing machinery, resigned his position June 1, 1906. Mr. Ernest A. Spencer was appointed to this position and has served since July 2, 1906.

EXPENDITURES.

The following is a summary of the expenditures of the Massachusetts Highway Commission from Dec. 1, 1905, to Nov. 30, 1906: —

CONSTRUCTION EXPENDITURES.

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Barnstable County.</i>			
Barnstable, ...	1905	\$147 30	
Brewster, ...	1895	27 00	
Brewster, ...	1896	27 00	
Brewster, ...	1897	27 00	
Brewster, ...	1901	725 80	
Chatham, ...	1902	3 02	
Chatham, ...	1905	132 01	
Chatham, ...	1906	419 45	
Dennis, ...	1895	39 89	
Dennis, ...	1896	39 90	
Dennis, ...	1897	39 90	
Dennis, ...	1898	39 90	
Dennis, ...	1906	6,021 17	
Eastham (1st), ...	1905	1,754 88	
Falmouth, ...	1904	76 22	
Falmouth (2d), ...	1905	3,299 26	
Falmouth, ...	1906	2,908 56	
Harwich, ...	1903	35 42	
Orleans, ...	1900	59 13	
Orleans, ...	1902	59 13	
Orleans, ...	1904	1,074 16	
Orleans, ...	1905	1 71	
Truro, ...	1906	6,131 96	
Wellfleet, ...	1904	59 72	
Yarmouth (north), ...	1894	34 25	
Yarmouth (north), ...	1895	34 26	
Yarmouth (1st) (north), ...	1896	17 13	
Yarmouth (2d) (north), ...	1896	17 13	
			\$23,252 26
<i>Berkshire County.</i>			
Adams, ...	1897	\$33 17	
Becket, ...	1906	4,858 18	
Cheshire, ...	1899	58 83	
Cheshire, ...	1900	58 84	
Cheshire, ...	1901	58 84	
Cheshire, ...	1902	58 84	
<i>Amounts carried forward,</i>		\$5,126 70	\$23,252 26

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i>		\$5,126 70	\$23,252 26
Clarksburg, ...	1905	1,025 06	
Dalton, ...	1906	3,443 24	
Great Barrington, ...	1895	504 15	
Great Barrington, ...	1896	3,551 33	
Hancock, ...	1895	116 81	
Hancock, ...	1897	116 82	
Hancock, ...	1898	116 82	
Hancock, ...	1899	116 82	
Hinsdale, ...	1901	12 29	
Hinsdale, ...	1902	12 28	
Hinsdale, ...	1903	35 13	
Lee, ...	1895-6	2,703 21	
Lee, ...	1900	41 61	
Lee (south), ...	1906	102 59	
Lee (west), ...	1906	15 66	
Lenox, ...	1899	21 47	
Lenox, ...	1900	21 47	
Lenox, ...	1904	499 89	
Lenox, ...	1905	53 32	
Lenox, ...	1906	88 98	
North Adams, ...	1894	53 25	
North Adams, ...	1896	53 25	
North Adams, ...	1897	53 25	
North Adams, ...	1900	53 25	
North Adams, ...	1901	53 25	
North Adams, ...	1902	53 25	
North Adams, ...	1903	53 25	
Pittsfield, ...	1894	94 24	
Pittsfield, ...	1898	94 23	
Pittsfield, ...	1901	94 23	
Pittsfield, ...	1902	94 23	
Pittsfield, ...	1904	23 93	
Pittsfield, ...	1905	83 06	
Pittsfield, ...	1906	3,860 47	
Richmond, ...	1897	22 33	
Richmond, ...	1898	22 33	
Richmond, ...	1899	22 33	
Richmond, ...	1901	22 33	
Richmond, ...	1902	22 33	
Richmond, ...	1903	22 33	
Richmond, ...	1904	22 33	
Richmond, ...	1905	171 96	
Richmond, ...	1906	2,562 86	
Stockbridge, ...	1905	87 87	
Stockbridge, ...	1906	44 54	
<i>Amounts carried forward,</i>		\$25,466 33	\$23,252 26

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i>		\$25,466 32	\$23,252 26
Williamstown, ...	1895	24 27	
Williamstown, ...	1896	24 28	
Windsor, ...	1906	19 02	25,533 90
<i>Bristol County.</i>			
Acushnet, ...	1901	\$53 97	
Attleborough, ...	1901	4 57	
Attleborough, ...	1903	119 18	
Berkley, ...	1906	4,572 59	
Dartmouth, ...	1901	27 15	
Dartmouth, ...	1905	2,577 46	
Dighton, ...	1905-6	3,986 73	
Dighton (bridge), ...	1906	2,164 52	
Freetown, ...	1903	28 56	
Mansfield, ...	1906	3,048 21	
North Attleborough, ...	1894	916 30	
Norton, ...	1906	3,550 49	
Rehoboth, ...	1906	2,531 61	
Somerset, ...	1903	937 91	
Swansea, ...	1906	5,896 83	
Taunton, ...	1905	465 04	
Taunton (bridge), ...	1906	2,164 52	
Westport, ...	1894	125 86	
Westport, ...	1898	11 63	33,183 13
<i>Dukes County.</i>			
Chilmark, ...	1905	\$172 60	
Chilmark, ...	1906	3,138 43	
West Tisbury, ...	1904	3,355 55	6,666 58
<i>Essex County.</i>			
Andover, ...	1897	\$17 32	
Andover, ...	1899	60 04	
Andover, ...	1900	17 31	
Andover, ...	1902	17 31	
Andover, ...	1903	17 31	
Beverly (1st), ...	1905	2 25	
Beverly (2d), ...	1905	5 60	
Beverly, ...	1906	6,968 81	
Gloucester, ...	1905-6	4,994 57	
Groveland, ...	1905	2,321 04	
Haverhill, ...	1906	2,433 30	
Methuen, ...	1906	2,433 30	
Newbury, ...	1905	2,149 24	
Rockport, ...	1906	227 02	
<i>Amounts carried forward,</i>		\$21,664 42	\$88,635 87

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i>	.	\$21,664 42	\$88,635 87
Salisbury, ...	1904	228 46	33,705 44
Salisbury, ...	1905	228 46	
Saugus, ...	1906	2,108 90	
West Newbury, ...	1904-5	5,455 36	
West Newbury, ...	1906	4,019 84	
<i>Franklin County.</i>			
Buckland, ...	1906	\$6 00	26,383 60
Colrain, ...	1905	587 31	
Deerfield, ...	1905	1,583 50	
Deerfield, ...	1906	3,207 79	
Erving, ...	1899-0	4,742 81	
Greenfield, ...	1905	111 95	
Greenfield, ...	1906	4,192 40	
Montague, ...	1898	11 90	
Montague, ...	1899	11 90	
Montague, ...	1906	4,724 82	
Orange, ...	1894	74 24	
Orange, ...	1895	74 24	
Orange, ...	1897	74 24	
Orange, ...	1905	96 70	
Sunderland, ...	1906	3,567 95	
Whately, ...	1905	1,586 08	
Whately, ...	1906	1,729 77	
<i>Hampden County.</i>			
Agawam, ...	1904	\$618 53	25,398 73
Agawam, ...	1906	4,737 39	
Chicopee, ...	1906	2,705 77	
East Longmeadow, ...	1906	4,509 31	
Monson, ...	1905	6 61	
Palmer, ...	1905	7,293 14	
Palmer, ...	1906	5 83	
Russell, ...	1895	1 54	
Westfield, ...	1899	37 05	
Westfield, ...	1900	37 06	
Westfield, ...	1901	37 06	
Westfield, ...	1902	37 06	
Westfield, ...	1894-5	2,323 92	
West Springfield, ...	1905-6	2,697 98	
Wilbraham, ...	1904	350 48	
<i>Hampshire County.</i>			
Granby, ...	1906	\$5,379 22	
Hadley, ...	1895	3,568 91	
<i>Amounts carried forward,</i>	.	\$8,948 13	\$174,123 64

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i>		\$8,948 13	\$174,123 64
Hatfield, ...	1906	5,061 35	
Huntington, ...	1906	2,368 83	
Northampton (1st), ...	1905	815 03	
Northampton (2d), ...	1905	1,727 92	
Northampton, ...	1906	627 61	
Southampton, ...	1905	201 30	
Ware, ...	1903	342 69	
<i>Middlesex County.</i>			20,092 86
Ashby, ...	1894	\$19 85	
Ashby, ...	1895	19 86	
Ashby, ...	1896	19 86	
Ashby, ...	1897	19 86	
Ashby, ...	1898	19 86	
Ashby, ...	1899	19 86	
Ashby, ...	1900	3,808 57	
Bedford, ...	1906	4,859 41	
Boxborough, ...	1905	3,963 49	
Burlington, ...	1905	2,272 10	
Burlington, ...	1906	4,595 76	
Chelmsford, ...	1898	67 97	
Concord, ...	1905	4,839 02	
Concord (bridge), ...	1905	66 08	
Concord, ...	1906	5,949 75	
Dracut, ...	1905-6	9,441 08	
Framingham, ...	1904	548 75	
Framingham, ...	1905	1,388 04	
Holliston, ...	1906	1,821 91	
Hudson, ...	1906	4,486 22	
Lowell (south), ...	1897	19 25	
Marlborough, ...	1904	35 96	
Melrose, ...	1906	4,217 78	
Natick, ...	1901	79 04	
Natick, ...	1903	41 36	
North Reading, ...	1897	19 04	
North Reading, ...	1898	19 05	
North Reading, ...	1901	19 05	
North Reading, ...	1904	19 05	
Reading, ...	1899	18 87	
Reading, ...	1902	37 76	
Reading (1st), ...	1904	18 88	
Reading (2d), ...	1904	446 01	
Stoneham, ...	1897	17 92	
Stoneham, ...	1900	35 86	
Stoneham, ...	1901	17 93	
<i>Amounts carried forward,</i>		\$53,290 11	\$194,216 50

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i>	.	\$53,290 11	\$194,216 50
Tewksbury, ...	1905	1,885 18	
Tewksbury, ...	1906	5,759 57	
Townsend, ...	1896	16 65	
Townsend, ...	1897	43 48	
Townsend, ...	1898	16 64	
Townsend (1st), ...	1900	16 64	
Townsend (2d), ...	1900	16 64	
Townsend, ...	1901	16 64	
Townsend, ...	1902	16 64	
Townsend, ...	1906	5 56	
Tyngsborough, ...	1895	6 25	
Tyngsborough, ...	1896	6 25	
			61,096 25
<i>Norfolk County.</i>			
Bellingham, ...	1904	\$456 97	
Bellingham (1st), ...	1905	578 65	
Bellingham (2d), ...	1905	6,897 27	
Bellingham, ...	1906	7,463 39	
Canton, ...	1905	4,293 85	
Canton, ...	1906	5,585 61	
Dover, ...	1905	2,956 24	
Foxborough, ...	1905	352 87	
Franklin, ...	1905	979 78	
Needham, ...	1905	955 59	
Norfolk, ...	1895	63 13	
Norwood, ...	1895	8 35	
Norwood, ...	1896	8 34	
Norwood, ...	1897	8 34	
Norwood, ...	1899	8 34	
Stoughton, ...	1905	2,020 33	
Walpole, ...	1894	17 23	
Walpole, ...	1895	17 24	
Walpole, ...	1897	17 24	
Walpole, ...	1898	17 24	
Walpole, ...	1900	17 24	
Wellesley, ...	1901	27 96	
Westwood, ...	1899	18 06	
Wrentham, ...	1897	38 75	
Wrentham, ...	1898	38 75	
Wrentham, ...	1902	38 75	
			32,885 51
<i>Plymouth County.</i>			
Bridgewater, ...	1906	\$4,600 16	
Duxbury, ...	1905	533 87	
Hanover, ...	1906	19 96	
<i>Amounts carried forward,</i>	.	\$5,153 99	\$288,198 26

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i>	.	\$5,153 99	\$288,198 26
Kingston, ...	1905-6	7,157 30	
Middleborough (1st), ...	1906	5,245 44	
Middleborough (2d), ...	1906	161 20	
Pembroke, ...	1905	688 05	
Rochester, ...	1903	27 21	
Rockland, ...	1905	963 93	
Rockland, ...	1906	2,994 00	
Scituate, ...	1906	2,617 28	
Wareham, ...	1901	203 57	
Wareham, ...	1905	5,362 38	
Wareham (1st), ...	1906	5,778 70	
Wareham (2d), ...	1906	947 76	
			37,300 81
<i>Worcester County.</i>			
Athol, ...	1895	\$21 33	
Athol, ...	1896	21 33	
Athol, ...	1903	97 05	
Auburn, ...	1895	51 96	
Auburn, ...	1896	51 97	
Auburn, ...	1897	51 97	
Auburn, ...	1898	51 97	
Auburn, ...	1899	51 97	
Auburn, ...	1901	51 97	
Auburn, ...	1903	761 56	
Auburn, ...	1904	103 94	
Blackstone, ...	1905	182 75	
Brookfield, ...	1897	25 17	
Brookfield, ...	1898	25 17	
Brookfield, ...	1900	25 18	
Brookfield, ...	1902	25 18	
Brookfield, ...	1903	50 36	
Brookfield, ...	1905	319 94	
Charlton, ...	1905	258 36	
Charlton, ...	1906	3,900 73	
Douglas (1st), ...	1904	163 17	
Douglas (2d), ...	1904	22 96	
Douglas, ...	1905	2,655 88	
Fitchburg, ...	1895	122 60	
Fitchburg, ...	1900	29 92	
Fitchburg, ...	1901	29 93	
Fitchburg, ...	1903	29 93	
Fitchburg, ...	1904	29 93	
Gardner, ...	1897	52 59	
Gardner, ...	1898	52 60	
Gardner, ...	1897-8	4,714 38	
<i>Amounts carried forward,</i>	.	\$14,033 75	\$325,499 07

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i>	.	\$14,033 75	\$325,499 07
Grafton, ...	1905	3,282 80	
Harvard, ...	1905	116 39	
Holden, ...	1905	1,966 51	
Holden, ...	1894-6	8,346 07	
Lancaster, ...	1905	494 52	
Leicester, ...	1896	19 03	
Leicester, ...	1898	19 04	
Leicester, ...	1899	19 04	
Leominster, ...	1901-2	7,792 67	
Milford, ...	1904	566 59	
Milford, ...	1905	328 64	
Millbury, ...	1906	5,426 18	
North Brookfield, ...	1905	3,397 02	
North Brookfield, ...	1906	7,215 95	
Oxford, ...	1906	7,031 90	
Phillipston, ...	1904	277 06	
Princeton, ...	1897	27 49	
Princeton, ...	1900	27 50	
Princeton, ...	1902	27 50	
Princeton, ...	1903	27 50	
Rutland, ...	1904	456 93	
Shrewsbury, ...	1896	39 57	
Shrewsbury, ...	1897	39 57	
Spencer, ...	1899	18 34	
Spencer, ...	1900	36 70	
Spencer, ...	1906	8,091 10	
Sturbridge, ...	1897	294 13	
Sturbridge, ...	1905	571 16	
Southborough, ...	1905	9,219 98	
Sterling, ...	1905	1,978 08	
Sterling, ...	1906	13 14	
Templeton, ...	1899	11 53	
Templeton, ...	1901	11 53	
Templeton, ...	1902	11 54	
Templeton, ...	1903	11 54	
Templeton, ...	1905	2,660 94	
Warren, ...	1896	30 82	
Warren, ...	1897	30 83	
Warren, ...	1898	30 83	
Warren, ...	1899	30 83	
Warren, ...	1900	30 83	
Warren, ...	1901	30 83	
Westborough, ...	1903	44 80	
Westborough, ...	1906	2,740 45	
West Brookfield, ...	1899	42 82	
<i>Amounts carried forward,</i>	.	\$86,921 97	\$325,499 07

CONSTRUCTION EXPENDITURES — *Concluded.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i>	.	\$86,921 97	\$325,499 07
West Brookfield, . . .	1900	42 81	
West Brookfield, . . .	1901	42 81	
West Brookfield, . . .	1905	1,240 91	
Westminster, . . .	1894	8 29	
Westminster, . . .	1895	8 29	
Westminster, . . .	1896	8 28	
Westminster, . . .	1897	8 28	
Westminster, . . .	1898	8 28	
Westminster, . . .	1899	8 28	
Worcester, . . .	1905	1,134 31.	
			89,432 51
Total, . . .	.	.	\$414,931 58

REPAIR AND MAINTENANCE EXPENDITURES.

[Under chapter 36 of the Acts of 1905 and chapter 36 of the Acts of 1906.]

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 36, 1905.	Chapter 36, 1906.		
<i>Barnstable County.</i>				
Barnstable, . . .	\$23 51	\$311 31	\$334 82	
Bourne, . . .	5 54	145 51	151 05	
Brewster, . . .	46 88	416 02	462 90	
Chatham, . . .	3 71	180 71	184 42	
Dennis, . . .	25 52	384 65	410 17	
Eastham, . . .	4 20	139 42	143 62	
Falmouth, . . .	1 30	475 16	476 46	
Harwich, . . .	24 35	490 01	514 36	
Orleans, . . .	32 83	173 96	206 79	
Provincetown, . . .	—	141 91	141 91	
Sandwich, . . .	9 51	27 60	37 11	
Truro, . . .	—	483 57	483 57	
Wellfleet, . . .	22 00	312 69	334 69	
Yarmouth (north), . . .	23 36	232 24	255 60	
Yarmouth (south), . . .	12 97	346 46	359 43	
	\$235 68	\$4,261 22	\$4,496 90	\$4,496 90
<i>Berkshire County.</i>				
Adams, . . .	—	\$14 47	\$14 47	
Becket, . . .	\$5 50	82 57	88 07	
Cheshire, . . .	5 25	274 71	279 96	
Clarksburg, . . .	—	145 89	145 89	
Dalton, . . .	62 03	123 04	185 07	
Great Barrington, . . .	27 00	539 60	566 60	
Hancock, . . .	58 75	423 81	482 56	
Hinsdale, . . .	—	168 57	168 57	
Lee, . . .	99 00	282 90	381 90	
Lenox, . . .	78 37	330 96	409 33	
North Adams, . . .	107 70	735 49	843 19	
Pittsfield, . . .	155 84	638 40	794 24	
Richmond, . . .	88 00	209 55	297 55	
Stockbridge, . . .	16 50	21 15	37 65	
Williamstown, . . .	—	292 99	292 99	
Windsor, . . .	98 91	29 57	128 48	
	\$802 85	\$4,313 67	\$5,116 52	5,116 52
<i>Bristol County.</i>				
Acushnet, . . .	\$5 37	\$2,550 76	\$2,556 13	
Attleborough, . . .	24 00	69 84	93 84	
Dartmouth, . . .	17 98	653 75	671 73	
Dighton, . . .	—	25 74	25 74	
Easton, . . .	16 36	26 47	42 83	
Fairhaven, . . .	2 00	24 55	26 55	
Freetown, . . .	1 40	247 11	248 51	
Mansfield, . . .	1 00	29 76	30 76	
<i>Am'ts carried for'd,</i>	\$68 11	\$3,627 98	\$3,696 09	\$9,613 42

REPAIR AND MAINTENANCE EXPENDITURES — *Continued.*

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 36, 1905.	Chapter 36, 1906.		
<i>Am'ts brought for'd,</i>	\$68 11	\$3,627 98	\$3,696 09	\$9,613 42
North Attleborough, .	105 25	133 02	238 27	
Norton, ...	—	92 83	92 83	
Raynham, ...	1 10	32 99	34 09	
Rehoboth, ...	27 85	100 49	128 34	
Seekonk, ...	70 42	181 58	252 00	
Somerset, ...	25	400 93	401 18	
Swansea, ...	—	49 23	49 23	
Taunton, ...	138 70	140 55	279 25	
Westport, ...	71 06	4,140 85	4,211 91	
	\$482 74	\$8,900 45	\$9,383 19	9,383 19
<i>Dukes County.</i>				
Chilmark, ...	\$14 40	\$19 93	\$34 33	
Cottage City, . . .	101 90	117 84	219 74	
Edgartown, ...	14 46	103 65	118 11	
Tisbury, ...	32 16	101 26	133 42	
West Tisbury, . . .	23 83	205 50	229 33	
	\$186 75	\$548 18	\$734 93	734 93
<i>Essex County.</i>				
Amesbury, ...	\$35 98	\$144 56	\$180 54	
Andover, ...	64 35	572 19	636 54	
Beverly, ...	595 58	1,473 56	2,069 14	
Essex, ...	3 00	16 41	19 41	
Gloucester, ...	108 25	365 42	473 67	
Groveland, ...	3 00	260 92	263 92	
Hamilton, ...	3 00	572 16	575 16	
Haverhill, ...	4 75	78 16	82 91	
Lawrence, ...	2 00	78 16	80 16	
Lynn, ...	—	141 78	141 78	
Merrimac, ...	90 66	144 29	234 95	
Methuen, ...	3 00	165 94	168 94	
Newbury, ...	35	932 13	932 48	
Newburyport, . . .	7 30	134 08	141 38	
North Andover, . . .	19 35	73 72	93 07	
Rockport, ...	—	31 92	31 92	
Rowley, ...	—	3 35	3 35	
Salem, ...	—	35	35	
Salisbury, ...	—	116 88	116 88	
Saugus, ...	80 71	76 52	157 23	
Swampscott, ...	85	349 87	350 72	
Wenham, ...	83 57	210 37	293 94	
West Newbury, . . .	9 03	266 55	275 58	
	\$1,114 73	\$6,209 29	\$7,324 02	7,324 02
<i>Am't carried for'd,</i>				\$27,055 56

REPAIR AND MAINTENANCE EXPENDITURES — *Continued.*

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 36, 1905.	Chapter 36, 1906.		
<i>Am't brought for'd,</i>	.	.	.	\$27,055 56
<i>Franklin County.</i>				
Ashfield, . . .	\$3 00	\$208 61	\$211 61	
Buckland, . . .	44 23	362 69	406 92	
Charlemont, . . .	31 75	141 13	172 88	
Colrain, . . .	19 88	181 20	201 08	
Deerfield, . . .	8 00	171 93	179 93	
Erving, . . .	2 00	156 08	158 08	
Greenfield, . . .	25 25	37 79	63 04	
Montague, . . .	70	201 87	202 57	
Northfield, . . .	—	3 00	3 00	
Orange, . . .	1 00	1,190 60	1,191 60	
Shelburne, . . .	14 98	178 44	193 42	
Sunderland, . . .	—	53 45	53 45	
Whately, . . .	—	143 98	143 98	
	\$150 79	\$3,030 77	\$3,181 56	3,181 56
<i>Hampden County.</i>				
Agawam, . . .	—	\$68 03	\$68 03	
Brimfield, . . .	\$21 92	110 76	132 68	
Chester, . . .	11 50	221 33	232 83	
Chicopee, . . .	299 61	771 98	1,071 59	
East Longmeadow, . . .	—	13 31	13 31	
Monson, . . .	1 00	39 27	40 27	
Palmer, . . .	11 27	234 62	245 89	
Russell, . . .	—	349 19	349 19	
Wales, . . .	1 00	40 17	41 17	
Westfield, . . .	42 65	332 51	375 16	
West Springfield, . . .	—	6 96	6 96	
Wilbraham, . . .	1 25	328 37	329 62	
	\$390 20	\$2,516 50	\$2,906 70	2,906 70
<i>Hampshire County.</i>				
Amherst, . . .	\$2 00	\$35 62	\$37 62	
Belchertown, . . .	2 00	39 76	41 76	
Easthampton, . . .	20 55	154 81	175 36	
Goshen, . . .	80 97	83 70	164 67	
Granby, . . .	1 75	175 98	177 73	
Hadley, . . .	11 86	225 56	237 42	
Hatfield, . . .	—	29 45	29 45	
Huntington, . . .	—	154 65	154 65	
Northampton, . . .	28 98	183 36	212 34	
Southampton, . . .	3 14	65 47	68 61	
South Hadley, . . .	13 50	549 74	563 24	
Ware, . . .	3 55	238 80	242 35	
Williamsburg, . . .	49 85	133 41	183 26	
	\$206 15	\$2,070 31	\$2,288 46	2,288 46
<i>Am't carried for'd,</i>	.	.	.	\$35,432 28

REPAIR AND MAINTENANCE EXPENDITURES — *Continued.*

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 36, 1905.	Chapter 36, 1906.		
<i>Am't brought for'd,</i>	.	.	.	\$35,432 28
<i>Middlesex County.</i>				
Acton, . . .	\$32 04	\$110 64	\$142 68	
Ashby, . . .	2 00	380 31	382 31	
Ashland, . . .	50	10 04	10 54	
Bedford, . . .	4 10	11 26	15 36	
Boxborough, . . .	20 84	125 33	146 17	
Burlington, . . .	31 07	566 00	597 07	
Chelmsford, . . .	37 55	94 21	131 76	
Concord, . . .	8 20	275 55	283 75	
Dracut, . . .	—	9 19	9 19	
Framingham, . . .	1 90	1 10	3 00	
Groton, . . .	3 00	7 59	10 59	
Hudson, . . .	—	1 98	1 98	
Lexington, . . .	3 50	750 51	754 01	
Lincoln, . . .	3 00	2,151 67	2,154 67	
Littleton, . . .	3 00	197 74	200 74	
Lowell, . . .	19 67	3,270 08	3,289 75	
Marlborough, . . .	58 15	1,395 94	1,454 09	
Melrose, . . .	—	1 02	1 02	
Natick, . . .	2 75	228 06	230 81	
Newton, . . .	1 00	72 10	73 10	
North Reading, . . .	4 67	306 36	311 03	
Reading, . . .	83 68	430 19	513 87	
Stoneham, . . .	21 10	364 11	385 21	
Sudbury, . . .	43 56	447 26	490 82	
Tewksbury, . . .	1 20	135 34	136 54	
Townsend, . . .	18 17	168 16	186 33	
Tyngsborough, . . .	60	1,858 38	1,858 28	
Watertown, . . .	1 10	201 61	202 71	
Wayland, . . .	189 19	172 73	361 92	
Westford, . . .	—	273 28	273 28	
Weston, . . .	107 73	186 41	294 14	
Winchester, . . .	84 27	635 00	719 27	
Woburn, . . .	30 55	629 85	660 40	
	\$818 09	\$15,469 00	\$16,287 09	16,287 09
<i>Nantucket County.</i>				
Nantucket, . . .	\$27 00	\$316 55	\$343 55	343 55
<i>Norfolk County.</i>				
Bellingham, . . .	\$ 50	\$87 04	\$87 54	
Braintree, . . .	12 00	33 23	45 23	
Canton, . . .	1 00	45	1 45	
Cohasset, . . .	2 00	116 22	118 22	
Foxborough, . . .	1 00	39 50	40 50	
Franklin, . . .	75 67	1 89	77 56	
<i>Am'ts carried for'd,</i>	\$92 17	\$278 33	\$370 55	\$52,062 92

REPAIR AND MAINTENANCE EXPENDITURES — *Continued.*

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 36, 1905.	Chapter 36, 1906.		
<i>Am'ts brought for'd,</i>	\$92 17	\$278 33	\$370 50	\$52,062 92
Holbrook, . . .	1 00	107 78	108 78	
Milton, . . .	1 00	35 08	36 08	
Needham, . . .	—	2 59	2 59	
Norfolk, . . .	21 30	54 67	75 97	
Norwood, . . .	13 25	157 28	170 53	
Plainville, . . .	—	44 63	44 63	
Quincy, . . .	2,461 77	640 63	3,102 40	
Randolph, . . .	1 00	20 85	21 85	
Stoughton, . . .	—	173 26	173 26	
Walpole, . . .	218 90	443 14	662 04	
Wellesley, . . .	2 00	105 09	107 09	
Westwood, . . .	—	93 82	93 82	
Weymouth, . . .	—	390 49	390 49	
Wrentham, . . .	41 50	156 32	197 82	
	\$2,853 89	\$2,703 96	\$5,557 85	5,557 85
<i>Plymouth County.</i>				
Abington, . . .	\$26 78	\$143 35	\$170 13	
Bridgewater, . . .	2 00	19 78	21 78	
Brockton, . . .	89 76	212 18	301 94	
Duxbury, . . .	4 60	154 89	159 49	
Hingham, . . .	1 00	263 23	264 23	
Kingston, . . .	—	2 63	2 63	
Lakeville, . . .	1 00	148 41	149 41	
Marion, . . .	11 98	312 22	324 20	
Marshfield, . . .	69 75	71 70	141 45	
Mattapoisett, . . .	10 10	44 03	54 13	
Middleborough, . . .	2 00	204 23	206 23	
Pembroke, . . .	—	36 26	36 26	
Plymouth, . . .	16 28	254 82	271 10	
Rochester, . . .	—	1,331 93	1,331 93	
Rockland, . . .	—	11 11	11 11	
Scituate, . . .	—	160 78	160 78	
Wareham, . . .	1 89	251 85	253 74	
West Bridgewater, . . .	57 74	61 97	119 71	
Whitman, . . .	85 77	52 47	138 24	
	\$380 65	\$3,737 84	\$4,118 49	4,118 49
<i>Suffolk County.</i>				
Chelsea, . . .	—	\$99 50	\$99 50	
Revere, . . .	\$71 28	95 19	166 47	
	\$71 28	\$194 69	\$265 97	265 97
<i>Worcester County.</i>				
Athol, . . .	\$2 00	\$392 33	\$394 33	
Auburn, . . .	19 40	281 09	300 49	
<i>Am'ts carried for'd,</i>	\$21 40	\$673 42	\$694 82	\$62,005 23

REPAIR AND MAINTENANCE EXPENDITURES — *Concluded.*

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 36, 1905.	Chapter 36, 1906.		
<i>Am'ts brought for'd,</i>	\$21 40	\$673 42	\$694 82	\$62,005 23
Barre, ...	6 18	55 12	61 30	
Blackstone, . . .	14 45	65 26	79 71	
Brookfield, . . .	22 17	225 59	247 76	
Charlton, ...	50 10	145 38	195 48	
Douglas, ...	50	5 52	6 02	
Dudley, ...	5 60	173 93	179 53	
Fitchburg, ...	4 15	193 15	197 30	
Gardner, ...	2 00	282 89	284 89	
Grafton, ...	10 46	71 37	81 83	
Hardwick, ...	2 89	78 25	81 14	
Harvard, ...	11 50	26 60	38 10	
Holden, ...	24 70	237 40	262 10	
Lancaster, ...	50 57	4 13	54 70	
Leicester, ...	22 54	342 14	364 68	
Leominster, ...	—	84 23	84 23	
Lunenburg, ...	5 69	53 43	59 12	
Milford, ...	—	8 53	8 53	
Millbury, ...	13 41	90 36	103 77	
New Braintree, . . .	—	11 50	11 50	
North Brookfield, . . .	3 00	48 05	51 05	
Northborough, ...	14 96	197 82	212 78	
Oxford, ...	—	2 04	2 04	
Paxton, ...	16 50	135 88	152 38	
Phillipston, ...	—	23 85	23 85	
Princeton, ...	44 88	5 00	49 88	
Rutland, ...	26 88	45 37	72 25	
Shrewsbury, ...	89 87	421 90	511 77	
Southborough, ...	2 85	25 14	27 99	
Southbridge, ...	2 55	4 74	7 29	
Spencer, ...	8 61	105 67	114 28	
Sterling, ...	2 40	13 94	16 34	
Sturbridge, ...	91 03	8 94	99 97	
Sutton, ...	5 35	40 14	45 49	
Templeton, ...	—	139 09	139 09	
Uxbridge, ...	13 50	49 47	62 97	
Warren, ...	73 58	316 49	390 07	
Westborough, ...	2 25	25 06	27 31	
West Boylston, ...	10 01	82 32	92 33	
West Brookfield, ...	26 50	205 80	232 30	
Westminster, ...	2 00	568 80	570 80	
Worcester, ...	60 38	317 93	378 31	
	\$765 41	\$5,611 64	\$6,377 05	6,377 05
Total, ...				\$68,382 28

EXPENDITURES UNDER "SMALL TOWN" ACTS.

[Revised Laws, Chapter 47, section 17.]

Avon, ...	\$407 00
Ayer, ...	925 00
Berlin, ...	544 00
Bernardston, ...	72 00
Bolton, ...	544 00
Carlisle, ...	26 26
Chesterfield, ...	20 00
Cummington (two contracts), ...	1,019 00
Easton, ...	1,600 00
East Bridgewater, ...	700 00
Enfield, ...	600 00
Florida (two contracts), ...	920 00
Gill, ...	577 00
Granville, ...	1,000 00
Hampden, ...	390 00
Hanson (two contracts), ...	2,192 00
Heath, ...	325 00
Leyden (two contracts), ...	568 00
Longmeadow, ...	150 00
Maynard (two contracts), ...	1,811 89
Medway (two contracts), ...	2,000 00
Middleton (two contracts), ...	1,436 00
Mendon (two contracts), ...	658 40
Millis, ...	25 00
Monterey, ...	344 00
Monroe (two contracts), ...	824 00
Mount Washington, ...	425 00
New Ashford, ...	240 00
New Marlborough, ...	132 67
Norwell, ...	1,080 00
Petersham, ...	140 00
Plympton, ...	50 00
Provincetown, ...	1,257 56
Rowe, ...	440 00
Sandisfield, ...	804 00
Savoy, ...	616 00
Sheffield (two contracts), ...	2,064 00
Sherborn (two contracts), ...	894 00
Shutesbury, ...	344 00
Tyringham, ...	443 00
Warwick (two contracts), ...	1,439 00
Wendell, ...	776 00
Amount carried forward, ...	\$30,823 78

<i>Amount brought forward,</i>	\$30,823 78
Westhampton,	476 00
West Stockbridge,	700 00
Total,	\$31,999 78

EXPENDITURES UNDER CHAPTER 384, ACTS OF 1903.

Lynn State Highway Construction.

Payments for work done under contracts at Lynn,	\$29,723 38
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EXPENDITURES UNDER CHAPTER 93, RESOLVES OF 1906.

Survey of Newburyport Turnpike.

Expenses in connection with survey of Newburyport turnpike,	\$7 54
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GENERAL EXPENSES.

For Month of December, 1905.

[Under Chapter 36, Acts of 1905.]

Salaries of commissioners,	\$708 35
Salaries of clerical assistants and first and second assistant engineers,	1,089 00
Rent of offices,	989 58
Postage,	5 00
Steam road rollers, repairs to,	12 66
Miscellaneous items, including office supplies, express charges, telegrams and minor office expenses,	17 92
	\$2,822 51
Automobile registration : —	
Salaries of clerks and clerical assistants,	\$385 00
Sign boards and supplies,	2 60
Miscellaneous items,	25
	387 85
	\$3,210 36

Jan. 1 to Nov. 30, 1906.

[Under Chapter 36, Acts of 1906.]

Salaries of commissioners,	\$7,791 65
Travel of commissioners,	2,178 24
Salaries of clerical assistants and first and second assistant engineers,	13,088 69
Rent of offices,	4,283 67
<i>Amount carried forward,</i>	\$27,342 25

<i>Amount brought forward,</i>	\$27,342 25	
Printing and binding annual report, ...	1,068 48	
Printing, including postal cards and envelopes, ...	1,539 70	
Office and typewriter supplies, ...	671 93	
Telephone, including tolls, ...	345 68	
Postage, ...	143 51	
Recording land takings and easements, ...	143 37	
Advertising hearings, ...	59 86	
Repairs to steam road rollers, ...	2,456 30	
Miscellaneous items, including express charges, car fares, telegrams and other minor office expenses, ...	307 62	
		\$34,078 70
Automobile registration, etc. :—		
Salaries of clerks and clerical assistants, ...	\$5,978 21	
Number plates for registering automobiles, ...	2,246 97	
Badges for professional chauffeurs, ...	1,380 86	
Office and typewriter supplies, ...	235 00	
Printing, including postal cards and envelopes, ...	1,871 35	
Postage, ...	40 38	
Sign boards and supplies, ...	384 70	
Rent of offices, ...	811 64	
Advertising, ...	351 18	
Miscellaneous items, including express charges, telegrams, car fares, due stamps and other minor office expenses, ...	145 79	
		13,446 08
		\$47,524 78

EXPENDITURES FROM REVENUE, BY DEFICIENCY APPROPRIATION.

[Under Chapter 140, Acts of 1906.]

Travel and expense of commission, ...	\$271 50	
Printing, including postal cards and envelopes, ...	137 41	
Advertising hearings, ...	18 92	
Office and typewriter supplies, ...	52 97	
Telephone tolls, ...	6 84	
Miscellaneous items, ...	37 70	
		\$525 34
Automobile registration :—		
Salaries of clerks and clerical assistants, ...	\$43 80	
Travel and expense, ...	20 00	
Badges for professional chauffeurs, ...	56 25	
Rent of offices, ...	187 50	
<i>Amounts carried forward,</i>	\$307 55	\$525 34

<i>Amounts brought forward,</i>	\$307 55	\$525 34
Office supplies,	3 50	
Printing, including postal cards and envelopes,	438 25	
Sign boards and supplies,	189 75	
Advertising,	6 40	
		945 45
		<u>\$1,470 79</u>

EXPENSES CONNECTED WITH TELEPHONE AND TELEGRAPH SUPERVISION.

Salary of commissioners,	\$1,875 00
Salaries of clerical assistants,	616 66
Printing,	80 26
Office supplies,	139 48
	<u>\$2,711 40</u>

SUMMARY OF EXPENDITURES.

For construction,	\$414,931 58
For road repair and maintenance,	68,382 28
For construction under "small town" acts,	31,999 78
For construction under chapter 100, Acts of 1903,	29,723 38
For expenditures under chapter 93, Resolves of 1906,	7 54
For general expenses, including automobile registration, chapter 36, Acts of 1905,	3,210 36
For general expenses, including automobile registration, chapter 36, Acts of 1906,	47,524 78
For expenditures under deficiency appropriation,	1,470 79
For expenses in connection with telephone and telegraph supervision,	2,711 40
	<u>\$599,961 89</u>

W. E. McCLINTOCK,
HAROLD PARKER,
JOHN H. MANNING,
Massachusetts Highway Commission.

APPENDIX A.

TABLE SHOWING THE HIGHWAYS LAID OUT OR CONTRACTED CONSTRUCTIONS,

[In the last column the capital letters have the following significance: A, trap; top course trap; E, limestone; F, gravel; G, gravel and four-inch macadam; N, unsurfaced; O, stone from Cohasset quarry.]

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Abington, . . .	1900-1-3, . . .	Brockton line, ...
2	Abington, . . .	1905, ...	Holbrook line, ...
3	Acton, ² . . .	1899-1900-1-2, . . .	Concord line to Littleton line, .
4	Acton (west), . . .	1901, ...	Boxborough line, ...
5	Acushnet, . . .	1901-3, ...	Rochester line via Long Plain to Rochester line.
6	Acushnet, . . .	1897, ...	1,500 feet from New Bedford line, .
7	Adams, . . .	1897, ...	Cheshire line, ...
8	Agawam, . . .	1903-4, ...	South End bridge at Connecticut River.
9	Agawam, . . .	1906, ...	Southerly end of 1904 lay-out, .
10	Amesbury, . . .	1899-1901-3-4, . . .	Merrimac line, ...
11	Amesbury, . . .	1906, ...	Salisbury line, ...
12	Amherst, . . .	1901-4, ...	Hadley line, ...
13	Andover, . . .	1895-6, ...	Lawrence line, ...
14	Andover, . . .	1897-9-1900-2-3, . . .	North Reading line, ...
15	Ashby, . . .	1894-5-6-7-8-9, . . .	Fitchburg line to Ashby post-office.
16	Ashfield, . . .	1897-8, ...	One mile north of Ashfield post-office.
17	Ashland, . . .	1903, ...	Southborough line, ...
18	Athol, . . .	1895-6, ...	Orange line, ...
19	Athol, . . .	1902-3, ...	Phillipston line, ...
20	Attleborough, . . .	1900-1-3, ...	North Attleborough line, . . .
21	Auburn, . . .	1895-6-7-8-9-1901-3-4, . . .	Worcester line to Oxford line, .
22	Barnstable (north), . . .	1899-1902, ...	Sandwich line, ...
23	Barnstable (south), . . .	1897-1901, ...	Yarmouth line, ...
24	Barnstable (west), . . .	1904, ...	Marston Mills, ...
25	Barre, . . .	1897-9-1900-2, . . .	Ware River bridge to Barre Common.

¹ 1900 section.² Exclusive of 1,100 feet at railroad crossing.³ 1897-9-1900 sections.⁴ 1901-3 sections.

APPENDIX A.

FOR BY THE COMMISSION, AND THE NATURE OF THE SEVERAL
TO DEC. 1, 1906.

B, local field stone; C, local ledge other than trap; D, bottom course field stone,
H, screened gravel; K, clay and four-inch macadam; M, clay and screened gravel;

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Easterly, . .	1.73	1.74	50-60	15	¹ 3	B.	1
Easterly, . .	.48	.48	40-50	15	-	B.	2
Northwesterly, .	3.71	3.71	50-50+	16	³ 3	A-G.	3
Southeasterly, .	.72	.72	50	15	-	A.	4
Westerly and northerly.	2.80	2.80	40	15	-	B.	5
Northerly, .	.61	.61	50+	15	3	B.	6
Northerly, .	.57	.57	50	15	3	A.	7
Southerly, .	1.15	1.15	50-60+	15	-	A.	8
Southerly, .	.64	.64	50±	15	-	A.	9
Easterly, . .	2.24	2.24	50-55-60	15	⁴ 3	B.	10
Westerly, . .	.41	-	60-60+	15	-	C.	11
Northeasterly, .	.97	.97	50	15	-	A.	12
Southerly, .	1.22	1.22	66	18	3	D.	13
Northerly, .	2.98	2.98	60	15	⁵ 3	B-C.	14
Northerly, .	3.58	3.58	50-66	20-18-15	5-3	B.	15
Northerly, .	1.61	1.61	50-70	-	-	H.	16
Easterly, . .	1.47	1.47	50+	-	-	F.	17
Easterly, . .	1.61	1.61	50	17	3	A-D.	18
Northwesterly, .	1.49	1.02	50	15	-	B.	19
Southwesterly, .	2.66	2.66	66	⁶ 18	-	A-F-G.	20
Southwesterly, .	5.26	5.26	50-50+	15-18	⁷ 3	A-B-G.	21
Southeasterly, .	2.14	2.00	40-50	15	-	1899 B, 1902- B-G.	22
Westerly, . .	2.26	2.26	40-62	12-15-18	⁸ 3	B.	23
Southerly, .	1.48	1.48	40	15	-	B.	24
Northwesterly, .	2.89	2.89	49.5-50+	15	⁸ 3	A, 1902 B.	25

³ 1899-1900 sections.⁷ 1895-6-7-8-9 sections.⁴ 1899 section.⁸ 1897 section.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Becket, ...	1902-4-5, ...	Chester line, ...
2	Becket, ...	1906, ...	Westerly end of 1905 lay-out, .
3	Bedford, ...	1897-1902, ...	Lexington line, ...
4	Bedford, ...	1903, ...	Carlisle bridge, ...
5	Bedford, ...	1906, ...	Near Carlisle bridge, ...
6	Belchertown, ...	1900-1-2, ...	Near depot, ...
7	Bellingham, ...	1902-5, ...	900 feet from Blackstone line, .
8	Bellingham, ...	1904-5, ...	Franklin line, ...
9	Bellingham, ...	1906, ...	Mendon line, ...
10	Berkley, ...	1906, ...	Lakeville line, ...
11	Beverly, ...	1895-7-8, ...	Wenham line, ...
12	Beverly, ...	1905, ...	Manchester line, ...
13	Beverly, ...	1906, ...	Connecting 1905 lay-outs, . . .
14	Blackstone, ...	1899-1900-2, ...	Uxbridge line, ...
15	Blackstone, ...	1905, ...	Bellingham line to Woonsocket line.
16	Bourne, ...	1897-8-1904, ...	Cohasset Narrows, ...
17	Bourne, ⁴	1903-5, ...	Back River bridge, ...
18	Boxborough, ...	1897-9-1905, ...	Acton line, ...
19	Braintree, ...	1900-2, ...	Quincy line, ...
20	Brewster, ...	1895-6-7-1901, ...	Dennis line to Orleans line, .
21	Bridgewater, ...	1904-5, ...	Near Middleborough line, . . .
22	Bridgewater, ...	1906, ...	Northerly end of 1905 lay-out, .
23	Brimfield, ...	1897-9, ...	Monson line, ...
24	Brimfield, ...	1901-2, ...	Wales line, ...
25	Brockton, ...	1897-8-9, ...	Easton line, ...
26	Brockton, ...	1900, ...	Abington line, ...
27	Brockton, ...	1904, ...	West Bridgewater line, . . .
28	Brookfield, ...	1902-3, ...	West Brookfield line, ...
29	Brookfield, ...	1905, ...	Spencer line, ...
30	Brookfield, ...	1897-8, 1900-4, ...	Brookfield village, ...
31	Buckland, ...	1894-5-6-7-8-9-1900-3, ...	Shelburne Falls station, . . .
32	Burlington, ...	1903-4-5, ...	Woburn line, ...
33	Burlington, ...	1906, ...	Northwesterly end of 1905 lay-out,
34	Canton, ...	1905, ...	Stoughton line, ...
35	Canton, ...	1906, ...	Northerly end of 1905 lay-out, .
36	Charlmont, ...	1897-8-9, ...	Deerfield River bridge, . . .

¹ 1897 section.² 1899 section.³ 1897-8 sections.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Westerly, . . .	1.61	1.61	50	12	-	A, 1904-5 N.	1
Westerly, . . .	.44	.30	50	-	-	N.	2
Northwesterly, .	1.07	1.07	50-60	15	¹ 3	B.	3
Southerly, . . .	.04	.04	50	-	-	N.	4
Southeasterly, .	.53	.53	50	15	-	A.	5
Westerly, . . .	1.37	1.37	50	15	-	A-G.	6
Northeasterly, .	1.11	1.11	35-50	15	-	B.	7
Westerly, . . .	1.71	1.71	50-66-50±	15	-	B.	8
Easterly, . . .	.92	.92	45±	15	-	B.	9
Northwesterly, .	.77	.77	40	15	-	B.	10
Southerly, . . .	2.01	2.01	50-60	18	3	1895-7 A, 1898 C.	11
Southwesterly, .	2.90	2.90	27-60	15-18	-	A.	12
-	.77	.77	30-65	18	-	C.	13
Southeasterly, .	1.74	1.74	49.5-50+	15	² 3	A-G.	14
Southwesterly, .	.06	.06	42-46	15	-	B.	15
Easterly, . . .	2.09	2.09	40-45+	15	³ 3	B-C-O.	16
Southerly, . . .	2.10	2.10	60±-60	15	-	1903 B-G, 1905 B.	17
Westerly, . . .	2.45	2.45	50-60	15	3-4	B-F.	18
Southeasterly, .	1.06	1.06	66	18	3	A.	19
Easterly, . . .	7.79	7.79	40-50-50+	15	3	B.	20
Northerly, . . .	2.06	2.06	50-50+	15	-	B.	21
Northwesterly, .	.63	.63	45-50	15	-	B.	22
Southerly, . . .	2.34	2.34	60-50	-	-	1897 H, 1899 F.	23
Northerly, . . .	1.63	1.63	50	-	-	F.	24
Easterly, . . .	1.87	1.87	33	16	8.5	B.	25
Westerly, . . .	.66	.66	50	15	3	B.	26
Northerly, . . .	.66	.66	50-60	15	-	B.	27
Easterly, . . .	.87	.87	50+ -88-100	15	-	A-G.	28
Westerly, . . .	.39	.39	55-60	15	-	B.	29
Easterly, . . .	2.24	2.24	50	15	³ 3	A.	30
Westerly and southerly.	3.94	3.94	30-50	24-18-15-12	⁵ 3	A-C.	31
Northerly and northwesterly.	2.82	2.82	40-50-60	15	-	B.	32
Northwesterly, .	.98	.98	60	15	-	B.	33
Northerly, . . .	.57	.57	60	15	-	B.	34
Northerly, . . .	.84	.75	60	15	-	B.	35
Easterly, . . .	.77	.77	50-42+	15	3	D.	36

⁴ Exclusive of 275 feet at railroad.⁵ Not on 1903 section.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Charlton, . . .	1901-2, . . .	Charlton depot to Charlton City, .
2	Charlton, . . .	1905, . . .	Near Charlton City, . . .
3	Charlton, . . .	1906, . . .	Easterly end of 1905 lay-out, .
4	Chatham, . . .	1899-1901-2, . . .	Depot Street, . . .
5	Chatham, . . .	1905, . . .	Harwich line, . . .
6	Chatham, . . .	1906, . . .	Connecting 1902 and 1905 lay-outs,
7	Chelmsford, . . .	1898-9-1901, . . .	Lowell line to North Chelmsford, .
8	Chelmsford, . . .	1903-4, . . .	Lowell line toward Chelmsford Centre,
9	Chelsea, . . .	1901-4, . . .	Lewis Street, . . .
10	Cheshire, . . .	1899-1900-1-2, . . .	Farnham's station, Boston & Albany railroad.
11	Chester, . . .	1899-1900-1-2-4-5, . . .	Becket line, . . .
12	Chicopee, . . .	1897-8-9, . . .	Springfield line, . . .
13	Chicopee, . . .	1902-3-4-5, . . .	Near Chicopee River bridge, .
14	Chicopee, . . .	1906, . . .	Northerly end of 1905 lay-out, .
15	Chilmark, . . .	1905, . . .	Near Beetlebung corner, . . .
16	Chilmark, . . .	1906, . . .	Near Beetlebung corner, . . .
17	Clarksburg, . . .	1905, . . .	North Adams line, . . .
18	Cohasset, . . .	1897-8-1900, . . .	Near Hingham line, . . .
19	Cohasset, . . .	1902-3, . . .	Beechwood Street to Scituate line,
20	Colrain, . . .	1898-1901-5, . . .	Shelburne line, . . .
21	Concord, . . .	1897-8, . . .	Lincoln line, . . .
22	Concord, . . .	1900-5, . . .	Acton line, . . .
23	Concord, . . .	1906, . . .	Southeasterly end of 1905 lay-out,
24	Cottage City, . . .	1894-5-6, . . .	Sengekontacket bridge, . . .
25	Dalton, . . .	1895-6-1903-4, . . .	Pittsfield line, . . .
26	Dartmouth, . . .	1898-9-1900-1-3-5, . . .	Near Westport line to New Bedford line.
27	Deerfield, . . .	1894-5, . . .	South Deerfield station to Sunderland bridge.
28	Deerfield, . . .	1900-1-2-3, . . .	Cheapside bridge, . . .
29	Deerfield, . . .	1904-5, . . .	South Deerfield village, . . .
30	Deerfield, . . .	1906, . . .	Northerly end of 1905 lay-out, .
31	Dennis (north), . . .	1895-6-7-8, . . .	Yarmouth line to Brewster line, .
32	Dennis (south), . . .	1900-1-2-4, . . .	Bass River bridge, . . .
33	Dennis, . . .	1906, . . .	Easterly end of 1904 lay-out to Harwich line.
34	Dighton (north), . . .	1902-3, . . .	Dighton line to Rehoboth line, .
35	Dighton (south), . . .	1905, . . .	Near Three Mile River bridge, .
36	Dighton, . . .	1906, . . .	Three Mile River bridge, . . .

¹ 1899 section.² 1898-9 sections.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Southerly, .	1.91	1.91	50	15	-	B.	1
Easterly, .	.31	.31	50	15	-	B.	2
Southeasterly, .	.53	.53	50	15	-	B.	3
Westerly, .	1.69	1.69	50	15-12	¹ 3	A-O.	4
Easterly, .	1.35	1.35	50-55	15	-	O.	5
-	.99	.99	50-55	15	-	O.	6
Westerly, .	1.44	1.43	50	18-15	² 3	A.	7
Southwesterly, .	1.27	1.27	60	18	-	O.	8
Southwesterly, .	.96	.96	66	24	-	A.	9
Northeasterly, .	2.60	2.60	50-50+	15	³ 3	1899-1900 A-G, 1901-2 F. A, 1905 D.	10
Easterly, .	3.25	3.25	40-50	15-12	³ 3		11
Northerly, .	.92	.92	50-55-60	20	4-3	A.	12
Northerly, .	1.85	1.85	50+-60-84- 100-50	18	-	A.	13
Northerly, .	.40	.35	50	15	-	A.	14
Southwesterly, .	1.13	1.13	40	12	-	B.	15
Northeasterly, .	1.67	1.67	40±	12	-	B.	16
Northeasterly, .	.60	.60	50	15	-	D.	17
Easterly, .	1.73	1.73	50-50+	15	3	B-D.	18
Southerly, .	.55	.55	47-60+-70	15	-	C.	19
Northerly, .	2.13	2.13	40-50-50+	-	-	H, 1905 F.	20
Northwesterly, .	1.47	1.47	50	15	3	B.	21
Southeasterly, .	1.50	1.50	50-60	15	-	A-G.	22
Southeasterly, .	.63	.63	60	15	-	A.	23
Northerly, .	2.37	2.37	50	15	3	B.	24
Easterly, .	2.55	2.55	70-50-57-60- 62-66	15	⁴ 3	A.	25
Easterly, .	4.53	4.53	80-80+-75	18	-	B.	26
Southeasterly, .	1.53	1.53	30	15	3	A.	27
Southerly, .	1.43	1.43	50	15	-	A.	28
Northerly, .	.87	.87	50-83-50-70	15	-	A.	29
Northerly, .	.41	.41	70±	15	-	A.	30
Northeasterly, .	4.27	4.27	40-50-65	15	3	B.	31
Easterly, .	2.40	2.40	40-45-50-50+	15	-	A-O.	32
Easterly, .	.82	.82	40±	15	-	O.	33
Southwesterly, .	1.56	1.56	47.5-66	15	-	B.	34
Southwesterly, .	.29	.29	40-50	-	-	B.	35
Westerly, .	.09	.09	40	15	-	B.	36

³ 1899-1900 sections.⁴ 1895-6 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From --
1	Dighton, ...	1906, ...	Southerly end of 1905 lay-out, .
2	Douglas, ...	1902-4, ...	Sutton line at Manchaug, . . .
3	Douglas, ...	1905, ...	Main Street, ...
4	Dover, ...	1905, ...	Charles River bridge, ...
5	Dracut, ...	1905, ...	Near Lowell line on Methuen Road.
6	Dracut, ...	1906, ...	Northeasterly end of 1905 lay-out,
7	Dudley, ...	1902-4, ...	1,400 feet from Webster line, .
8	Dudley, ...	1906, ...	Southwesterly end of 1904 lay-out,
9	Duxbury, ...	1894-5-7-9-1903-5, .	Marshfield line, ...
10	Eastham, ...	1903, ...	Wellfleet line, ...
11	Eastham, ...	1904-5, ...	About one mile from Orleans line, .
12	Eastham, ...	1906, ...	Orleans line, ...
13	Easthampton, . . .	1895-6, ...	Northampton line, ...
14	Easthampton, . . .	1900-1, ...	Clark Street at foot of Mount Tom,
15	East Longmeadow, .	1904, ...	East Longmeadow village, . . .
16	East Longmeadow, .	1906, ...	Westerly end of 1904 lay-out, .
17	Easton, ...	1900, ...	Brockton line, ...
18	Edgartown, ...	1897-9-1900-1-2-3, .	Cottage City line, ...
19	Erving, ...	1898-9-1900, . . .	Town Hall to Orange line, . . .
20	Essex, ...	1902-3, ...	Essex River, ...
21	Fairhaven, ...	1894-5, ...	Mattapoisset line, ...
22	Falmouth, ...	1904, ...	Bourne line to Woods Hole, . .
23	Falmouth, ...	1905, ...	East Falmouth village, ...
24	Falmouth, ...	1906, ...	Westerly end of 1905 lay-out, .
25	Fitchburg, ...	1894-5, ...	Westminster line, ...
26	Fitchburg, ...	1897, ...	Lunenburg line, ...
27	Fitchburg, ...	1900-1-3-4, ...	Ashby line, ...
28	Foxborough, ...	1901-2, ...	Mansfield line, ...
29	Foxborough, ...	1905, ...	Wrentham line, ...
30	Framingham, ...	1904-5, ...	Southborough line via Pleasant Street.
31	Franklin, ...	1905, ...	Bellingham line, ...
32	Freetown, ...	1902-3, ...	New Bedford line to Lakeville line,
33	Gardner, ...	1897-8, ...	Templeton line, ...
34	Gardner, ...	1900-1, ...	Westminster line, ...
35	Gloucester, ...	1894-5-8-1905, . . .	Manchester line to "cut" bridge, .
36	Gloucester, ...	1906, ...	Northerly end of 1905 lay-out, .

¹ Not on 1903-5 sections.² Experiment in oiling road.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Southwesterly, .	.13	.10	40-50	15	-	B.	1
Southeasterly, .	1.60	1.60	40+-50	15	-	B.	2
Southeasterly, .	.54	.54	50	15	-	B.	3
Westerly, .	.99	.99	40	-	-	F.	4
Northeasterly, .	.97	.97	50	15	-	B.	5
Northeasterly, .	.26	.26	50	15	-	B.	6
Westerly, .	1.05	1.05	66	15	-	A-G.	7
Southwesterly, .	.65	-	-	-	-	-	8
Southerly, .	3.86	3.86	30-40-50	15	¹ 3	B-C-O-G.	9
Southerly, .	.78	.78	40	15	-	K.	10
Northerly, .	1.73	1.73	50-50±	15	-	B 1905 ²	11
Northerly, .	.87	-	50	-	-	-	12
Southwesterly, .	1.32	1.32	40	15	3	A.	13
Southerly, .	1.10	1.10	49.5	15	3	A.	14
Northwesterly, .	.59	.59	49.5	15	-	A.	15
Northwesterly, .	.46	.46	49.5	15	-	A.	16
Southwesterly, .	.80	.80	70	15	3	B-G.	17
Southerly, .	2.42	2.42	50-66	15	³ 3	B.	18
Easterly, .	2.04	2.04	50-50+	15	-	A.	19
Easterly and westerly.	.35	.35	36-50	15	-	A.	20
Westerly, .	1.45	1.45	30	15	3	B.	21
Southerly, .	11.64	11.64	40±	15	-	B.	22
Southwesterly, .	.55	.55	45-50	15	-	O.	23
Southwesterly, .	.35	.35	45±	15	-	O.	24
Easterly, .	.97	.97	50	15	3	A.	25
Westerly, .	.61	.61	50	18-15	3	D.	26
Southerly, .	2.56	2.56	50-50+	15	-	B.	27
Northerly, .	1.82	1.82	50	15	-	B-G.	28
Easterly, .	1.02	1.02	60	15	-	B.	29
Southeasterly, .	2.42	2.42	40-52-40-50	15	-	B.	30
Easterly, .	.73	.73	40-50	15	-	B.	31
Northerly, .	3.19	3.19	50-50+	15	-	B-G.	32
Easterly, .	2.37	2.37	50±	15	-	A-G.	33
Northwesterly, .	.98	.98	60	15	-	A-N.	34
Northeasterly and northerly.	3.34	3.34	50-40-40+	15	3	C-B.	35
Northerly, .	.10	.10	65	15	-	B.	36

² 1897-9 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Goshen, . . .	1894-5, . . .	Williamsburg line, . . .
2	Grafton, . . .	1897-9-1900-5, . . .	Millbury line, . . .
3	Granby, . . .	1894-1902-5, . . .	South Hadley line, . . .
4	Granby, . . .	1906, . . .	Easterly end of 1905 lay-out, . .
5	Great Barrington, . .	1894-6-7-1902, . . .	Housatonic River bridge, . .
6	Greenfield, ² . . .	1899-1900-2, . . .	Washington Street, . . .
7	Greenfield, . . .	1903, . . .	Silver Street, . . .
8	Greenfield, . . .	1905, . . .	One mile from town section on Colrain Road.
9	Greenfield, . . .	1906, . . .	Northerly end of 1903 lay-out, .
10	Groton, . . .	1901-2, . . .	Near Nashua River at Pepperell line.
11	Groveland, . . .	1900-1-2-1905, . . .	Merrimac River bridge to West Newbury line.
12	Hadley, . . .	1894 to 1904, . . .	Connecticut River to Amherst line,
13	Hamilton, . . .	1899-1900, . . .	Ipswich line, . . .
14	Hancock, . . .	1895-6-8-9, . . .	Pittsfield line to New York line, .
15	Hanover, . . .	1906, . . .	Pembroke line, . . .
16	Hardwick, . . .	1897-1901, . . .	New Braintree line, . . .
17	Harvard, . . .	1900-1905, . . .	Woodchuck Hill to Harvard Common.
18	Harwich, . . .	1899-1900-1-2-3, . . .	Dennis line to Chatham line, .
19	Hatfield, . . .	1901, . . .	Northampton line, . . .
20	Hatfield, . . .	1906, . . .	Northerly end of 1901 lay-out, .
21	Haverhill, . . .	1899, . . .	River and Maxwell streets, . .
22	Haverhill, . . .	1902, . . .	Kenoza Road, . . .
23	Haverhill, . . .	1906, . . .	Methuen line at Hawkes Brook, .
24	Hingham, . . .	1894, . . .	Weymouth Back River, . . .
25	Hingham, . . .	1896-7, . . .	Near Cohasset line, . . .
26	Hinsdale, . . .	1901-2-3, . . .	Dalton line, . . .
27	Holbrook, . . .	1894-6-1902, . . .	Weymouth line, . . .
28	Holden, . . .	1894-5-6-7, . . .	Jefferson village, . . .
29	Holden, . . .	1898-1900, . . .	Worcester line, . . .
30	Holden, . . .	1905, . . .	Rutland line, . . .
31	Holliston, . . .	1906, . . .	Milford line, . . .
32	Hudson, . . .	1906, . . .	Brigham Street via Washington Street.
33	Huntington, . . .	1895-6, . . .	Russell line, . . .
34	Huntington, . . .	1903, . . .	Near railroad crossing, . . .
35	Huntington, . . .	1906, . . .	Westerly end of 1903 lay-out, .
36	Kingston, . . .	1905, . . .	Duxbury line, . . .

¹ 1894 section. ² Exclusive of 500 feet at Cheapside bridge and 1,100 feet at railroad crossing.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles)	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Northwesterly, .	1.91	1.91	50	15	3	B.	1
Southeasterly and southerly.	2.05	2.05	50	15	¹ 3	A-B-G.	2
Northeasterly, .	1.46	1.46	36-50	15	¹ 3	A.	3
Easterly, . .	.51	.51	50	15	-	A.	4
Easterly, . .	3.41	3.41	40-50-70	18-15	¹ 3	1894-6-7 A, 1902 F.	5
Easterly, . .	1.33	1.33	49.5-50	18-15	³ 3	A.	6
Northeasterly, .	.41	.41	50	15	-	A	7
Northerly, . .	.26	.26	50	-	-	F.	8
Northeasterly, .	.43	.43	50	15	-	A	9
Southeasterly, .	1.38	1.38	50	15	-	A-G.	10
Northeasterly, .	1.73	1.73	50-57	15	-	A.	11
Easterly, . .	4.69	4.69	50-82.5-66±	15	⁴ 3	A.	12
Southwesterly, .	1.44	1.44	50-60	15	3	B.	13
Westerly, . .	3.23	3.23	50	15	-	C-F	14
Northwesterly, .	1.17	-	40-50	-	-	-	15
Northerly, . .	.82	.82	50	15	3	A.	16
Westerly, . .	1.58	1.58	60-50	15	-	B.	17
Easterly, . .	5.10	5.10	40-40±	15	³ 3	A-O-G.	18
Northeasterly, .	.39	.39	50	15	-	A.	19
Northerly, . .	.33	.33	50	15	-	A.	20
Westerly, . .	2.08	2.08	70	15	-	B.	21
Northeasterly, .	1.07	.91	50-60	15	-	B.	22
Northerly, . .	.55	-	66±	-	-	-	23
Easterly, . .	1.42	1.42	34	-	-	F.	24
Westerly, . .	1.23	1.23	50-33+	15	3	D.	25
Southeasterly, .	1.02	1.02	50-50+	15	-	A.	26
Northwesterly, .	1.75	1.75	50	15	⁵ 3	B-G.	27
Southeasterly, .	2.70	2.70	30-49.5	18-15	3	B.	28
Northerly, . .	1.06	1.06	50	15	3-5	B.	29
Easterly, . .	.52	.52	50	15	-	B.	30
Northeasterly, .	.70	.30	49.5	15	-	B.	31
Southerly, . .	.78	.78	40±	15	-	B.	32
Westerly, . .	1.01	1.01	50+	15	3	A.	33
Westerly, . .	.53	.53	50	15	-	A-G	34
Northwesterly, .	.46	.40	50	15	-	A.	35
Southerly, . .	.68	.68	44-50	-	-	O.	36

³ 1899-1900 sections.⁴ 1895-6-7-8-9 sections.⁵ 1894-6 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Kingston, . . .	1906, . . .	Southerly end of 1905 lay-out, .
2	Lakeville, . . .	1901-2, . . .	One-half mile from Middleborough line.
3	Lancaster, . . .	1902, . . .	Clinton line to Sterling line, .
4	Lawrence, . . .	1896, . . .	Methuen line, . . .
5	Lee, . . .	1894-5-6, . . .	Lee Park to Strickland House, .
6	Lee, . . .	1900, . . .	Lenox line to Lee village, . .
7	Lee, . . .	1906, . . .	Lenox line, Stockbridge Street, .
8	Lee (south), . . .	1906, . . .	Stockbridge line, Main Street, .
9	Leicester, ¹ . . .	1894-5-6-8-9, . . .	Worcester line to Spencer line, .
10	Lenox, . . .	1899-1900-1, . . .	Lee line to Lenox village, . .
11	Lenox, . . .	1904-5, . . .	Lenox village to Pittsfield line, .
12	Lenox, . . .	1906, . . .	Lee line via Kemble Street, . .
13	Leominster, . . .	1901-2, . . .	Sterling line, . . .
14	Lexington, . . .	1895-6-7-8, . . .	Massachusetts Avenue, . . .
15	Lexington, . . .	1900, . . .	Bedford line, . . .
16	Lincoln, . . .	1895-6-7, . . .	Concord line to Lexington line, .
17	Littleton, . . .	1902-3-4, . . .	Acton line via Great Road, . .
18	Littleton, . . .	1902, . . .	Westford line to Great Road, . .
19	Lowell (Boulevard), . . .	1897, . . .	Tyngsborough line, . . .
20	Lowell (Princeton Street), . . .	1897-8, . . .	Chelmsford line, . . .
21	Lunenburg, . . .	1898-9-1900-1-3, . . .	Fitchburg line, . . .
22	Lynn, . . .	1899, . . .	Saugus River to Sea Street, . .
23	Mansfield, . . .	1901, . . .	Foxborough line, . . .
24	Mansfield, . . .	1906, . . .	Mansfield line, . . .
25	Marion, . . .	1894-5-1901, . . .	Marion village to Wareham line, .
26	Marion, . . .	1897-9-1901-2, . . .	Marion village to Mattapoisett, .
27	Marion, . . .	1903, . . .	Marion village to Rochester line, .
28	Marlborough (east), . . .	1897-1902-3-4, . . .	Sudbury line to Hosmer Street, .
29	Marlborough (west), . . .	1897-9-1900-1, . . .	Northborough line, . . .
30	Marshfield, . . .	1894-6-8-9-1901-2-4, . . .	Duxbury line, . . .
31	Mattapoisett, . . .	1894-5, . . .	Fairhaven line, . . .
32	Mattapoisett, . . .	1900-1-3, . . .	Marion line to Ned Point Light Road.
33	Melrose, . . .	1906, . . .	Saugus line at Upham Street, . .
34	Merrimac, . . .	1897-8-9, . . .	Near Haverhill line, . . .
35	Merrimac, . . .	1901-3, . . .	Amesbury line, . . .
36	Methuen, . . .	1896-1900-1-2, . . .	Lawrence line, . . .

¹ Exclusive of portion through Leicester Centre.² 1898-9-1900 sections.⁶ 1894-6-8-9 sections.⁷ 1896 section.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Southerly, .	.34	.34	44-72.5	15	-	O.	1
Southwesterly, .	3.57	3.57	45-50	15	-	B-G.	2
Northerly, .	1.25	1.25	49.5	18	-	A.	3
Southerly, .	.27	.27	50	18	7	C.	4
Easterly, .	1.98	1.98	35-40-50	24-15	3	D.	5
Southerly, .	1.26	1.26	50	15	3	D.	6
Southerly, .	1.02	-	50-60	-	-	F.	7
Easterly, .	.90	-	50±	15	-	D.	8
Westerly, .	4.87	4.87	39-53-55-67+	24-18-16-15	3-5-5.5	1894-5-6 D.	9
Northerly, .	2.28	2.28	60-66-56±	15	3	D.	10
Northerly, .	3.00	3.00	50+-60-64-100	15	-	B.	11
Northerly, .	2.20	-	60 to 80	-	-	F.	12
Northerly, .	2.18	2.18	50	15	-	F-O.	13
Westerly, .	3.45	3.45	50-50+	15	3	B.	14
Southeasterly, .	.85	.85	50	15	3	B.	15
Southeasterly, .	2.06	2.06	50	15	3	-	16
Northerly, .	2.13	2.13	40-50-62	-	-	F.	17
Southwesterly, .	.32	.32	50	-	-	F.	18
Easterly, .	.97	.97	60	15	3	D.	19
Easterly, .	1.34	1.34	50±	18	6	D.	20
Easterly, .	2.72	2.72	50-50+	15	2 3	D, 1903 B-G.	21
Northeasterly, .	.90	.90	70	34	-	A.	22
Southeasterly, .	.72	.72	50	15	-	B-G.	23
Northerly, .	.49	.35	40-50	15	-	B.	24
Northeasterly, .	1.59	1.59	40-50-65	15	3 3	B.	25
Westerly, .	1.84	1.84	40-50-55	15	4 3	B.	26
Northwesterly, .	2.14	2.14	40-50	15	-	B.	27
Westerly, .	3.10	3.10	40-50-60	15	5 3	B.	28
Easterly, .	2.41	2.41	50-65	15	5-4-3	B.	29
Northerly, .	4.00	4.00	30-40-45-50	15	6 3	-	30
Easterly, .	1.16	1.16	30	15	3	B.	31
Westerly, .	2.05	2.05	40-50	15	-	B.	32
Westerly, .	.39	.39	49.5	15	-	B.	33
Northeasterly, .	.92	.92	50-50+	15	4-3	B-C.	34
Southwesterly, .	1.20	1.20	50-60	15	-	B-C.	35
Northeasterly, .	2.63	2.63	50	15	7 3	C-B.	36

3 1894-5 sections.

4 1897-9 sections.

5, 1897 section.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year	ROAD LAID OUT.
			From —
1	Methuen, ...	1906, ...	Haverhill line at Hawkes Brook, .
2	Middleborough, . . .	1894-5-6-7-8-1902-3, .	Nemasket River to Rochester line,
3	Middleborough, . . .	1906, ...	Bridgewater line at Taunton River,
4	Middleborough, . . .	1906, ...	Railroad bridge on Everett Street,
5	Milford, ...	1904-5, ...	Highland Avenue via West Street to Hopedale line,
6	Millbury, ...	1902, ...	Worcester line to Grafton line, .
7	Millbury, ...	1900-3-4, ...	Worcester line, ...
8	Millbury, ...	1906, ...	Sutton line, ...
9	Milton, ...	1899-1900, ...	Neponset River at Granite bridge,
10	Monson, ...	1894, ...	Railroad bridge, ...
11	Monson, ...	1901-5, ...	Palmer line to Brimfield line, .
12	Montague, ...	1898-9-1904, ...	Third Street near L Street, Turners Falls,
13	Montague, ...	1905, ...	Connecticut River bridge to Greenfield,
14	Montague, ...	1906, ...	Easterly end of 1904 lay-out, .
15	Nantucket, ...	1894-5-6-7-9-1900-1-3, .	First mile stone to Siasconset, .
16	Natick, ...	1901, ...	Wellesley line to Union Square, .
17	Natick, ...	1903, ...	Sherborn line to Cemetery Street, .
18	Needham, ...	1901, ...	Newton line, ...
19	Needham, ...	1905, ...	Charles River bridge, Chestnut Street,
20	New Braintree, . . .	1897, ...	Hardwick line to Ware line, .
21	New Braintree, . . .	1903, ...	New Braintree village, . . .
22	Newbury, ...	1899-1900-1-2-4-5, . .	Newburyport line via Oldtown to Rowley line,
23	Newbury, ...	1906, ...	Parker River bridge section, .
24	Newburyport, . . .	1896-7-8, ...	West Newbury line, ...
25	Newton, ...	1901, ...	Needham line, ...
26	Norfolk, ...	1895, ...	Norfolk line to Wrentham line, .
27	North Adams, . . .	1894-6-7, ...	Williamstown line, ...
28	North Adams, . . .	1900-1-2-3, ...	Boston & Maine railroad bridge to Adams line,
29	North Andover, . . .	1900-2-4, ...	Lawrence line, ...
30	Northampton, . . .	1894, ...	Hadley bridge, ...
31	Northampton, . . .	1897-8-9-1900-5, . . .	Easthampton line, ...
32	Northampton, . . .	1905, ...	Smith Ferry Road to Reservoir Road,
33	Northampton, . . .	1906, ...	Northerly end of 1905 lay-out, .
34	North Attleborough, .	1894-5-6-7-9, ...	Bruce Avenue to Attleborough line,
35	Northborough (east), .	1897-8, ...	Marlborough line, ...
36	Northborough (west), .	1900-2-4, ...	Shrewsbury line, ...

¹ 1894 section.⁶ 1900 section.² 1895-6-7-8-9 sections.⁷ Exclusive of 1905 section.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Southerly, .	.07	—	50	—	—	—	1
Southeasterly, .	8.98	8.98	50	15	¹ 7-5- ² 3	B-G.	2
Southerly, .	.72	.72	50-55	15	—	B.	3
Northerly, .	1.40	1.40	50±	15	—	B.	4
Northeasterly, .	1.75	1.75	50-50+	15	—	B.	5
Southeasterly, .	.78	.78	50	15	—	A-G.	6
Southerly, .	1.61	1.61	50	15	—	A.	7
Northeasterly, .	.59	.59	50±	15	—	B.	8
Southeasterly, .	.87	.87	49.5-82.5	24	4	A.	9
Northerly, .	.93	.93	36	15	3	A.	10
Southeasterly, .	.39	.39	50	15	—	A.	11
Easterly, .	2.48	2.48	60	15	³ 3	A-C.	12
Northeasterly, .	1.07	—	50-60	—	—	—	13
Southeasterly, .	.75	.70	60	15	—	B.	14
Easterly, .	6.48	6.48	66	15-12	⁴ 3	B-E-G.	15
Westerly, .	1.14	1.14	60-70	15-18-20	—	A-G.	16
Easterly, .	2.06	2.06	60	15	—	D-G.	17
Westerly, .	1.00	1.00	60-86	22	—	B.	18
Northerly, .	1.04	1.04	50	15	—	C.	19
Southerly, .	.17	.17	50	15	3	A.	20
Northerly, .	.22	.22	50±	—	—	F.	21
Southerly and southwesterly.	4.08	4.08	50-60-66-70-80	15	⁵ 3	1899-1900-1-	22
—	.15	.15	-95-50-60	—	—	2-4 B. 1905 F.	23
Easterly, .	1.75	1.75	60-66+-75+	15	3	C.	24
Easterly, .	1.03	1.03	45-86	22	—	A.	25
Southwesterly, .	1.45	1.45	50	15	3	B.	26
Easterly, .	1.69	1.69	30-66	15	3	D.	27
Southerly, .	2.32	2.09	50-65	15	⁶ 3	A, 1903 N.	28
Southeasterly, .	1.68	1.68	60-66	15	⁶ 3	A-D.	29
Southwesterly, .	.56	.56	40	20	3	C.	30
Northerly, .	1.47	1.47	50-50±	15	⁷ 3	A.	31
Southwesterly, .	.86	.86	66	—	—	N.	32
Northeasterly, .	1.04	.80	50-66	15	—	A.	33
Southwesterly, .	3.60	3.60	36-66	24-18-15	3	1894-5, B. 1896	34
Southwesterly, .	1.33	1.33	66	15	4-3	-7-9 F. B.	35
Easterly, .	2.19	2.19	66	15	⁶ 3	B.	36

³ 1898-9 sections.⁴ 1894 to 1900 sections, inclusive.⁵ 1899-1900 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Northborough (south),	1897, ...	Westborough line, ...
2	North Brookfield, . .	1905, ...	Junction of Ward and Gilbert streets.
3	North Brookfield, . .	1906, ...	Southerly end of 1905 lay-out, .
4	Northfield, ...	1901-2, ...	Near Mill Brook, ...
5	North Reading, ¹ . . .	1897-8-1901-3, . . .	Andover line to Reading line, .
6	Norton, ...	1903, ...	Village to near railroad station, .
7	Norton, ...	1906, ...	Mansfield line, ...
8	Norwood, ...	1897-9, ...	Walpole line, ...
9	Norwood, ...	1895-6, ...	Westwood line, ...
10	Orange, ...	1894-5-7, ...	Athol line, ...
11	Orange, ...	1900-1-3-4-5, . . .	Erving line, ...
12	Orleans, ...	1900-1-4, ...	Brewster line to Eastham line, .
13	Orleans, ...	1903-4-5, ...	1½ miles from Shattuck's Corner, .
14	Oxford, ...	1906, ...	Auburn line, ...
15	Palmer, ...	1899-1900-1, ...	Tennyville to Monson line, .
16	Palmer, ...	1905, ...	Near Quaboag River bridge, .
17	Paxton, ...	1895-6-7-8-1902, . . .	Worcester line, ...
18	Pembroke, ...	1905, ...	North River bridge at Hanover line.
19	Phillipston, ...	1897-8-1902-4, . . .	Athol line, ...
20	Pittsfield, ...	1894-8-1901-2, . . .	Hancock line, ...
21	Pittsfield, ...	1897, ...	Dalton line, ...
22	Pittsfield, ...	1904-5, ...	South Mountain Road to Lenox line.
23	Pittsfield, ...	1906, ...	Westerly end of 1897 lay-out, .
24	Plainville, ...	1894-5, ...	North Attleborough line to Wrentham line.
25	Plymouth, ...	1894-5-6-7-8-1902-4, . . .	Manomet village, ...
26	Princeton, ...	1897-1900-2-3, . . .	Princeton depot, ...
27	Provincetown, ...	1901-3, ...	Truro line to Allerton Street, .
28	Quincy, ...	1899, ...	Chubbuck Street to Fore River bridge.
29	Quincy, ...	1902, ...	Braintree line, ...
30	Quincy, ...	1904, ...	Randolph line to Milton line, .
31	Randolph, ...	1902-3, ...	Quincy line, ...
32	Raynham, ...	1901-2-3, ...	Taunton line to Raynham village, .
33	Reading, ...	1899-1900, ...	Stoneham line, ...
34	Reading, ...	1902-3, ...	North Reading line, ...
35	Rehoboth, ...	1895-6-9-1903-5, . . .	Seekonk line, ...
36	Rehoboth, ...	1906, ...	Easterly end of 1905 lay-out, .

¹ Exclusive of 1,200 feet at railroad crossing. ² 1897-8 sections. ³ 1894-8 sections.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Northwesterly, .	.42	.42	50	15	3	B.	1
Southerly, .	.50	.50	49.5	15	—	A.	2
Southerly, .	.52	.52	49.5	15	—	A.	3
Southerly, .	1.16	1.16	70-135-156-160	15	—	A.	4
Southerly, .	2.31	2.31	66	15	² 3	C-B.	5
Easterly, .	.72	.72	40	15	—	B.	6
Southerly, .	.50	.50	50	15	—	B	7
Northerly, .	1.03	1.03	40-50-60	15	3	B.	8
Southerly, .	1.02	1.02	40-50-67	15	3	B.	9
Westerly, .	2.18	2.18	30-49.5	17	3-5	D-A.	10
Easterly, .	2.61	2.61	50-50±	15	—	B-A-G.	11
Northeasterly, .	1.98	1.98	50-50+	15	—	B.	12
Southeasterly and southerly.	2.16	2.16	50-45	12	—	B-G.	13
Southwesterly, .	.79	.85	50	15	—	B.	14
Southeasterly, .	2.52	2.52	50±	15	3	G-A.	15
Easterly, .	1.73	1.73	50	—	—	N.	16
Northwesterly, .	3.60	3.60	50-65-70	15	3-5	B.	17
Southerly, .	.33	.33	50	15	—	B.	18
Easterly, .	1.95	1.95	50	12	² 3	A-B.	19
Easterly, .	2.38	2.38	40-50-60	15	³ 3	A.	20
Westerly, .	.76	.76	50	15	—	A-G.	21
Southerly, .	1.58	1.58	50-100-55-60	15	—	B.	22
Southwesterly, .	.48	.45	50-66	15	—	A.	23
Northerly, .	1.81	1.81	26-50	15	3	B.	24
Northerly, .	5.05	5.05	40-40+-50-112	15	⁴ 3	B.	25
Easterly, .	2.23	2.23	50	15	⁵ 3	B	26
Westerly, .	1.10	1.10	33-50	15	—	B-O-G.	27
Southeasterly, .	.49	.49	63-66	32	—	A.	28
Northerly, .	.57	.53	66	15	—	B.	29
Northerly, .	1.23	1.23	52-66	15	—	B	30
Southeasterly, .	1.38	1.38	66	15	—	B.	31
Northeasterly, .	1.48	1.48	40-40+	15	—	O.	32
Northerly, .	1.07	1.07	66	15-18	3	B	33
Southerly, .	2.67	2.67	66	15-18	—	B.	34
Easterly, .	3.51	3.51	60-50+-50-54	15	⁶ 3	B-G.	35
Easterly, .	.66	.60	50-60	15	—	B.	36

⁴ 1894 to 1898 sections inclusive.⁵ 1897 section.⁶ 1895-6-9 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Revere, ...	1897-8, ...	Boston line, ...
2	Revere, ...	1899, ...	Saugus line, ...
3	Richmond, ...	1897-8-9-1901-2-3-4-5, ...	Boston & Albany railroad section, ...
4	Richmond, ...	1906, ...	Northerly end of 1905 lay-out, ...
5	Rochester, ...	1903, ...	Marion line to Acushnet line, ...
6	Rockland, ...	1902, ...	Abington line, ...
7	Rockland, ...	1905, ...	Hanover line, ...
8	Rockland, ...	1906, ...	Connecting previous lay-outs, ...
9	Rockport, ...	1902, ...	Near Gloucester line, ...
10	Rockport, ...	1906, ...	Southerly end of 1902 lay-out to Gloucester line, ...
11	Rowley, ...	1905, ...	Newbury line, ...
12	Russell, ...	1894-5-6-7-8-9, ...	Westfield line to Huntington line, ...
13	Rutland, ...	1904, ...	Holden line, ...
14	Salem, ...	1901, ...	Swampscott line, ...
15	Salisbury, ...	1904-5, ...	Town Creek, ...
16	Sandwich, ...	1897-8-1900-2, ...	Barnstable line, ...
17	Saugus, ...	1899, ...	Fox Hill bridge to Revere line, ...
18	Saugus, ...	1906, ...	Melrose line, ...
19	Scituate, ...	1894-5-1900-3, ...	Gannett's Corners, ...
20	Scituate, ...	1906, ...	Gannett's Corners to Cohasset line, ...
21	Scituate, ...	1906, ...	Southerly end of 1903 lay-out, ...
22	Seekonk, ...	1900-1-2-4, ...	Rehoboth line to Rhode Island line, ...
23	Shelburne, ...	1894-5-6-7, ...	Bridge Street to Colrain line, ...
24	Shrewsbury, ...	1895-6-7-8-9-1900-4, ...	Worcester line to Northborough line, ...
25	Somerset, ...	1895-6-7-9-1900-1-2, ...	Slade's Ferry bridge, ...
26	Somerset, ...	1903-4, ...	Slade's Ferry bridge to Swansea line, ...
27	Southampton, ...	1905, ...	Easthampton line, ...
28	Southborough, ...	1902-5, ...	Westborough line, ...
29	Southbridge, ...	1902, ...	Charlton line, ...
30	South Hadley, ...	1895-7-8-9-1900, ...	Granby line to South Hadley Falls, ...
31	South Hadley, ...	1903-4, ...	South Hadley to South Hadley Falls, ...
32	Spencer, ...	1897-1900-1, ...	Leicester line, ...
33	Spencer, ^{4, 5} , ...	1906, ...	Brookfield line, ...
34	Sterling, ...	1897-8, ...	Near town hall, ...
35	Sterling, ...	1905, ...	Lancaster line, ...
36	Sterling, ...	1906, ...	Leominster line, ...

¹ 1894-5 sections.² 1897-8-1900 sections.³ 1895-6-7-9 sections.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet)		
Northeasterly, .	.58	.58	44-50	24	3	A.	1
Southwesterly, .	.67	.67	71	22	2	A.	2
Northerly, .	3.16	3.16	50-66-50	-	-	F.	3
Northerly, .	.34	.34	50	-	-	F.	4
Westerly, .	5.27	5.27	33-62	15	3	B.	5
Northeasterly, .	1.00	1.00	50	15	-	B.	6
Easterly, .	.91	.91	50-58	15	-	B.	7
-	.44	.44	50±	15	-	B.	8
Northerly, .	.32	.32	50±	15	-	A.	9
Southerly, .	.62	Partly graded.	50±	-	-	-	10
Southeasterly, .	.13	.13	50-82	-	-	N.	11
Northeasterly, .	6.66	6.66	50	15	¹ 3	1894-5 A, 1896- 7-8-9 F.	12
Northwesterly, .	1.16	1.16	50-59	15	-	B.	13
Northerly, .	.13	.13	60+	-	-	F	14
Northerly and southerly.	1.45	1.45	50-99-66	21-15	-	A.	15
Westerly, .	2.83	2.83	50	15	² 3	O-B	16
Southerly, .	1.60	1.60	71±	22	2	A.	17
Southeasterly, .	.19	.19	49.5	15	-	B.	18
Southeasterly, .	2.52	2.52	30-40-50	15	¹ 3	A-B-C.	19
Northwesterly, .	.37	.37	30-48	15	-	B.	20
Southerly, .	.73	.60	40±	15	-	B	21
Westerly, .	2.76	2.76	60	15-20	-	B-A.	22
Northeasterly, .	2.16	2.16	30-50	18-15	3	B-A.	23
Northeasterly, .	4.86	4.86	50-65-66	18-15	3	B	24
Northerly, .	4.50	4.50	40-50-60	18-15	³ 3	B	25
Northwesterly, .	1.89	1.89	45-60	15	-	B.	26
Southwesterly, .	.66	.66	50	-	-	F.	27
Easterly, .	1.89	1.89	50±-40-50	15	-	1902 F, 1905 B. F.	28
Southwesterly, .	.91	.91	50	-	-	F.	29
Southwesterly, .	2.42	2.42	36-50	15	3	A.	30
Southerly, .	2.71	2.71	49.5-60-64-110	15	-	A.	31
Westerly, .	1.60	1.60	50-58-60	15	4-3	B.	32
Easterly, .	.84	.84	50-60	15	-	P.	33
Southwesterly, .	1.29	1.29	50	15	3	A.	34
Westerly, .	.65	.65	49-50	15	-	A.	35
Southerly, .	.40	-	45-50	-	-	-	36

⁴ Exclusive of 178 feet at Seven Mile River.⁵ Hassam pavement.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From—
1	Stockbridge, . . .	1905, ...	Lee line at South Lee, . . .
2	Stockbridge, . . .	1906, ...	Lee line at East Street, . . .
3	Stoneham, ...	1897-8, ...	South Street, ...
4	Stoneham, ...	1900-1, ...	Reading line, ...
5	Stoughton, ...	1902-3, ...	Canton line to Lincoln Street, .
6	Stoughton, ¹	1904-5, ...	Easton line to Walnut Street, .
7	Sturbridge, ...	1897-1903-4, ...	Fisk Hill Road, ...
8	Sudbury, ...	1897-8-1900-1-2-3, ...	Marlborough line to Wayland line,
9	Sunderland, ...	1897-1903-4, ...	Connecticut River bridge, . . .
10	Sunderland, ...	1906, ...	Southerly end of 1904 lay-out, .
11	Sutton, ...	1899-1901-2, ...	Millbury line, ...
12	Sutton, ...	1903-4, ...	Douglas line at Manchaug, . . .
13	Swampscott, ...	1897-1900-1, ...	Salem line to Burrell Street, .
14	Swansea, ...	1903, ...	Somerset line, ...
15	Swansea, ...	1903, ...	Myles River bridge, ...
16	Swansea, ...	1906, ...	Northerly end of 1903 section, .
17	Taunton, ...	1895-6-8-9-1900-1, ...	Dighton line on Winthrop Street, .
18	Taunton, ...	1905, ...	Near Three Mile River bridge, .
19	Taunton, ...	1906, ...	Three Mile River bridge, . . .
20	Templeton, ...	1899-1901-2-3, ...	Gardner line at Otter River, .
21	Templeton, ...	1905, ...	J u n c t i o n of Main and Maple streets.
22	Templeton, ...	1906, ...	Westerly end of 1905 lay-out, .
23	Tewksbury, ...	1900-1-2-3-4-5, ...	Lowell line, ...
24	Tewksbury, ...	1906, ...	Southerly end of 1905 lay-out to Wilmington line,
25	Tisbury, ...	1894, ...	Vineyard Haven to West Tisbury line.
26	Townsend, ...	1896-7-8-9-1900-1, ...	Groton line, ...
27	Truro, ...	1895, ...	Wellfleet line to Kelley's Corner, .
28	Truro, ...	1906, ...	Kelley's Corner, ...
29	Tyngsborough, ...	1895-6, ...	Tyngsborough bridge to Lowell line.
30	Uxbridge, ...	1897-8-1901-3, ...	Blackstone line, ...
31	Wales, ...	1901, ...	Brimfield line, ...
32	Walpole (south), ...	1894-5-7-1900, ...	Norfolk line, ...
33	Walpole (north), ...	1897-8-1900, ...	Norwood line, ...
34	Ware, ...	1897-9-1900-3, ...	New Braintree line, ...
35	Wareham, ...	1896-1901, ...	Weweantit River bridge, Marion line.
36	Wareham, ...	1906, ...	Near High Street on Marion Road,

¹ Exclusive of 250 feet at railroad bridge.² 1897 section.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Easterly, .	.55	.55	50	15	-	A.	1
Southwesterly, .	2.24	-	50-65	-	-	-	2
Northerly, .	.57	.57	60-66	15	7-5	B.	3
Southerly, .	1.01	1.01	66	15	-	B-G.	4
Southerly, .	1.16	1.16	60	15	-	B.	5
Northerly, .	2.14	2.14	60-66	15	-	B.	6
Northwesterly, .	1.39	1.39	50-50+	15	2 4-3	B.	7
Easterly, .	5.11	5.11	49.5-50-60	15	3 3	B, 1903 A.	8
Southeasterly, .	.98	.98	50	15	2 3	A.	9
Southeasterly, .	.23	.23	50	15	-	A.	10
Southerly, .	1.46	1.46	50	15	-	B	11
Northerly, .	.82	.82	50-50±	15	-	B.	12
Southwesterly, .	1.49	1.49	50-60-64-50±	18-20	-	1897 F, 1900-1 A.	13
Northwesterly, .	.31	.31	50-65	15	-	B-G.	14
Easterly and westerly.	.80	.80	40-50-55	15	-	B-G.	15
Northwesterly, .	1.44	1.44	50-60	15	-	B.	16
Easterly, .	2.94	2.94	40-66	15	3	B.	17
Northeasterly, .	1.04	1.04	40-50	15	-	B.	18
Northerly, .	.03	.03	40	15	-	B.	19
Westerly, .	2.00	2.00	50	15	-	A-G.	20
Westerly, .	.59	.59	50±	15	-	A.	21
Southwesterly, .	.51	-	50	-	-	-	22
Southeasterly, .	5.83	5.83	50-50±	15	-	A-B.	23
Southeasterly, .	.74	.74	50	15	-	A.	24
Southwesterly, .	1.93	1.93	50	15	3	B.	25
Northwesterly, .	4.69	4.69	50-55-60	15	3	B-A-F-G.	26
Northerly, .	2.36	2.36	40	10-15	-	K-M.	27
Northerly, .	.80	.80	40±	12	-	K.	28
Southeasterly, .	2.95	2.95	60	15	3	A-D.	29
Northwesterly, .	2.18	2.18	50-50±	15	-	D-A, 1903 F.	30
Southwesterly, .	1.04	1.04	50±	-	-	F.	31
Northerly, .	2.60	2.60	50	15	3	C-B.	32
Southerly, .	1.94	1.94	50	15	3	B.	33
Southerly, .	2.28	2.28	50	15	3	A.	34
Northeasterly, .	.71	.71	50	15	3	B.	35
Southwesterly, .	1.10	1.10	50	15	-	O.	36

3 1897-8-1900 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Wareham, . . .	1898-1901, . . .	Cohasset Narrows bridge, . . .
2	Wareham, . . .	1905, . . .	Parker's Mills, . . .
3	Wareham, . . .	1906, . . .	South Wareham village, . . .
4	Warren, . . .	1896-7-8, . . .	West Warren, . . .
5	Warren, . . .	1899-1900-1, . . .	Warren to West Brookfield line, . . .
6	Watertown, . . .	1895-6, . . .	Waltham line, . . .
7	Wayland, ² . . .	1897-1900-3, . . .	Weston line to Sudbury line, . . .
8	Wellesley, . . .	1901, . . .	Natick line to Blossom Street, . . .
9	Wellfleet, . . .	1903, . . .	Eastham line, . . .
10	Wenham, . . .	1897-1901-3, . . .	Beverly line to Hamilton line, . . .
11	Westborough, . . .	1897, . . .	Northborough line, . . .
12	Westborough, . . .	1903, . . .	Southborough line, . . .
13	Westborough, . . .	1906, . . .	Southwesterly end of 1903 section,
14	West Boylston, . . .	1897-8, . . .	Worcester line, . . .
15	West Bridgewater, . . .	1900-1-2-4, . . .	Brockton line to Bridgewater line,
16	West Brookfield, . . .	1899, . . .	Ware line to Ware line, . . .
17	West Brookfield, . . .	1899-1900-1, . . .	Brookfield line, . . .
18	West Brookfield, . . .	1905, . . .	Warren line, . . .
19	Westfield, . . .	1894-6-8-9, . . .	West Springfield line, . . .
20	Westfield, . . .	1898-9-1900-1-2, . . .	Russell line, . . .
21	Westford, . . .	1902-3, . . .	Littleton line, . . .
22	Westminster, . . .	1894-5-6-7-8-9, . . .	Fitchburg line, . . .
23	Westminster, . . .	1903, . . .	Gardner line, . . .
24	West Newbury, . . .	1895-6-7, . . .	Newburyport line, . . .
25	West Newbury, . . .	1903-4-5, . . .	Groveland line, . . .
26	West Newbury, . . .	1906, . . .	Easterly end of 1905 lay-out, . . .
27	Weston, . . .	1898-9, . . .	Wayland line to near Stony Brook,
28	Westport, . . .	1894-6-7-8, . . .	Dartmouth line, . . .
29	West Springfield, . . .	1895-6, . . .	Top of Tatham Hill, . . .
30	West Springfield, . . .	1905, . . .	Top of Tatham Hill, . . .
31	West Springfield, . . .	1906, . . .	Westerly end of 1905 lay-out, . . .
32	West Tisbury, . . .	1895-6-7-1904, . . .	Tisbury line to Chilmark line, . . .
33	Westwood, . . .	1899-1900, . . .	Norwood line to Dedham line, . . .
34	Weymouth, . . .	1894, . . .	Holbrook line to Abington line, . . .
35	Weymouth, . . .	1895-6-7, . . .	Fore River to Back River, . . .
36	Weymouth, . . .	1903-4, . . .	Broad Street via Washington Street.

¹ 1899-1900 sections.² Exclusive of 1,500 feet at railroad crossing and Sudbury River.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Westerly, . . .	1.82	1.82	50-40±	15	3	B.	1
Northwesterly, . .	1.02	1.02	30-50	-	-	-	2
Northwesterly, . .	.18	.18	50	15	-	O.	3
Easterly, . . .	1.89	1.89	49.5-50	15	3-4	A.	4
Easterly, . . .	1.41	1.41	49.5	15	1 3	A-G.	5
Easterly, . . .	.85	.85	36	27	3-4	A-B.	6
Westerly, . . .	2.58	2.58	49.5-50-66-99	15	3	B.	7
Easterly, . . .	1.18	1.18	52-60-70	15	-	A-G.	8
Northerly, . . .	4.23	4.23	40-50	15-12	-	K.	9
Northerly, . . .	1.75	1.75	50-60	18-15	-	A.	10
Southeasterly, . .	.76	.76	50	15	3	B.	11
Southwesterly, . .	1.46	1.46	50	-	-	F.	12
Southwesterly, . .	.82	.70	50	-	-	F.	13
Northerly, . . .	1.55	1.55	50	15	3	1897 H. 1898 A-H.	14
Southerly, . . .	3.16	3.16	50-55±-60±- 115	15	-	B.	15
Southwesterly, . .	.15	.15	50	15	3	A.	16
Northwesterly, . .	1.51	1.51	50	15	-	A.	17
Easterly, . . .	1.01	1.01	50-89	15	-	A.	18
Westerly, . . .	2.22	2.22	50	18-15	3	A.	19
Easterly, . . .	3.59	3.59	50-50+	18-15	3 3	A.	20
Northerly, . . .	3.25	3.25	40-50	-	-	F.	21
Southwesterly, . .	3.00	3.00	50-60	15	3	D-C.	22
Easterly, . . .	2.25	2.25	66±	-	-	F.	23
Westerly, . . .	2.24	2.24	50-110	15	3-4.5	A-D.	24
Northeasterly, . .	1.00	1.00	50-50±	15	-	1903 A. 1904-5 B.	25
Northeasterly, . .	.38	.38	50±	15	-	B.	26
Easterly, . . .	3.15	3.15	50	18	-	C-B	27
Easterly, . . .	4.25	4.25	66-80	18	3	C-B.	28
Easterly, . . .	1.17	1.17	50-135	18	3	A.	29
Westerly, . . .	.57	.57	50	15	-	A.	30
Westerly, . . .	.19	.19	50	15	-	A.	31
Southwesterly, . .	5.35	5.35	40-40+-50	15-12-10	4 3	B.	32
Northerly, . . .	1.05	1.05	45-55-60	15	3	B.	33
Easterly, . . .	.25	.25	50	15	3	B.	34
Easterly, . . .	1.75	1.75	50-125	15-18	3	B.	35
Southerly, . . .	2.80	2.80	50-60-80	15-12	-	B-F.	36

³ 1898-9-1900 sections.⁴ 1895-6-7 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Whately, ¹	1899-1901-2-3-4-5,	Deerfield line,
2	Whately,	1906,	Southerly end of 1905 lay-out to Hatfield line.
3	Whitman,	1894-5-6,	Brockton line,
4	Wilbraham, ²	1894-5-6-1901-3-4,	Springfield line to Palmer line,
5	Williamsburg,	1896-8-1901-3,	Goshen line,
6	Williamstown,	1895-6-8-1903,	North Adams line,
7	Winchester,	1899-1900,	Arlington line to Woburn line,
8	Windsor,	1897-1902-3,	Cummington line,
9	Windsor,	1906,	Peru Street via Main Road,
10	Woburn,	1900-1-2,	Winchester line to Burlington line,
11	Worcester,	1896-7,	Paxton line,
12	Worcester,	1897-1903,	Holden line,
13	Worcester,	1900-5,	West Boylston line,
14	Wrentham,	1899-1900-1,	Plainville line,
15	Wrentham,	1897-8-1902,	Norfolk line,
16	Yarmouth (north),	1894-5-6,	Barnstable line to Dennis line,
17	Yarmouth (south),	1895-6-7,	Barnstable line to Bass River bridge.

¹ Exclusive of 375 feet at railroad crossing and 800 feet at railroad bridge.² 1900 section.³ 1897 section.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Concluded.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Southerly, .	3.61	3.61	50-50±	12	-	A.	1
Southerly, .	.28	.28	50	12	-	A	2
Easterly, .	1.70	1.70	45	18	4	B.	3
Easterly, .	4.81	4.81	50-79-50±	15	³ 3	A-G.	4
Southeasterly, .	2.65	2.65	50	15	-	B-F, 1903 N.	5
Westerly, .	1.95	1.95	50-60-70	15	3	A-D.	6
Northeasterly, .	1.96	1.96	50	15-20-21	-	C.	7
Westerly, .	.98	.98	50-50±	-	-	F.	8
Southeasterly, .	.79	-	60	-	-	-	9
Northwesterly, .	2.03	2.03	40-50	15	⁴ 3	G-C-B.	10
Southeasterly, .	1.35	1.35	50	15	3	B.	11
Southerly, .	1.50	1.50	50	15	3	B.	12
South westerly and southerly.	1.22	1.22	50	15	3	A.	13
Northerly, .	2.21	2.21	50	15	⁵ 3	B.	14
Southeasterly, .	1.86	1.86	50	15	3	B-A.	15
Easterly, .	3.71	3.71	40-60	15	3	B.	16
Easterly, .	5.09	5.09	40	15	3	B-C.	17

² Exclusive of 1,763-feet at Wilbraham village.³ 1894-5-6 sections.

APPENDIX B.

TABLE SHOWING TOWNS AND CITIES IN WHICH WORK HAS BEEN DONE DURING THE YEAR 1906, AND THE
RESIDENT ENGINEERS ON SUCH WORK, TOGETHER WITH DATES OF BEGINNING AND ENDING.

TOWN OR CITY.	County.	Lay-out.	Resident Engineer.	Date of Contract.	Date of Beginning.	Date of Ending.
Acushnet, ...	Bristol,	1897,	W. G. Addis, .	Sept. 19, 1906,	Aug. 28,	Sept. 12.
Acushnet, ...	Bristol,	1903,	W. G. Addis, .	Sept. 19, 1906,	Sept. 18,	Oct. 5.
Agawam, ...	Hampden,	1906,	E. S. Bingham,	July 24, 1906,	Aug. 15,	Oct. 6.
Ashby, ...	Middlesex,	1894-5,	P. H. Everett,	July 10, 1906,	Aug. 13,	Sept. 5.
Attleborough, ...	Bristol,	—	W. G. Addis, .	Sept. 11, 1906,	Nov. 5,	Dec. 7.
Becket, ...	Berkshire,	1906,	W. A. Rowell, .	June 26, 1906,	July 16,	Dec. 8.
Bedford, ...	Middlesex,	1906,	R. A. Vesper, .	Aug. 28, 1906,	Sept. 13,	Dec. 18.
Bellingham, ...	Norfolk,	1905,	D. H. Winslow,	Sept. 21, 1905,	April 4,	May 24.
Bellingham, ...	Norfolk,	1905,	D. H. Winslow,	Sept. 28, 1905,	April 18,	July 23.
Bellingham, ...	Norfolk,	1906,	D. H. Winslow,	June 12, 1906,	July 18,	Oct. 20.
Berkley, ...	Bristol,	1906,	Geo. A. Curtis,	July 31, 1906,	July 31,	Oct. 30.
Beverly, ...	Essex, .	1905,	W. M. Stodder,	May 4, 1905,	July 2,	July 18.
Beverly, ...	Essex, .	1906,	W. M. Stodder,	Feb. 20, 1906,	April 4,	June 12.
Blackstone, ...	Worcester,	1905,	D. H. Winslow,	Sept. 21, 1905,	April 4,	May 24.
Boxborough, ...	Middlesex,	1905,	W. M. Stodder,	Sept. 14, 1905,	April 19,	June 5.
Bridgewater, ...	Plymouth,	1906,	H. C. Holden,	June 12, 1906,	June 19,	Aug. 7.
Burlington, ...	Middlesex,	1906,	F. H. Cunningham,	Sept. 18, 1906,	Sept. 24,	Dec. 4.
Canton, ...	Norfolk,	1905,	D. H. Dickinson,	Sept. 7, 1905,	April 3,	May 24.
Canton, ...	Norfolk,	1906,	D. H. Dickinson,	Aug. 21, 1906,	Sept. 4,	Dec. 3.
Charlton, ...	Worcester,	1906,	C. A. Welton,	July 10, 1906,	Aug. 7,	Oct. 10.
Chatham, ...	Barnstable,	1906,	W. P. Hammersley,	April 27, 1905,	Nov. 17,	Dec. 27.
Chicopee, ...	Hampden,	1906,	W. G. Burns, .	Sept. 26, 1906,	Nov. 5,	Dec. 8.

Chilmark,	.	.	.	1905,	L. T. C. Loring,	Mar. 30,	1905,	Oct. 15,	26.
Concord,	.	.	.	1905,	E. J. Nichols,	Aug. 10,	1905,	Aug. 22,	May 28.
Concord,	.	.	.	1906,	R. A. Vesper,	June 19,	1906,	July 11,	April 8.
Dalton,	.	.	.	1895-6,	W. A. Rowell,	May 8,	1906,	July 5,	Sept. 14.
Deerfield,	.	.	.	1905,	Chas. H. Howes,	Aug. 3,	1906,	Aug. 15,	May 8.
Deerfield,	.	.	.	1906,	L. L. Gerry,	Sept. 4,	1906,	Oct. 5,	Dec. 1.
Dennis (south),	.	.	.	1906,	W. P. Hammersley,	May 15,	1906,	June 2,	Aug. 17.
Dighton,	.	.	.	1905-6,	W. M. Stodder,	Aug. 28,	1906,	Sept. 10,	Dec. 8.
Dighton (bridge),	.	.	.	1906,	E. J. Nichols,	May 8,	1906,	May 31,	Oct. 22.
Douglas,	.	.	.	1905,	A. D. Dadley,	Sept. 21,	1905,	May 3,	May 24.
Dover,	.	.	.	1905,	R. A. Vesper,	June 8,	1905,	June 30,	July 21.
Dracut,	.	.	.	1905,	G. D. Marshall,	Oct. 18,	1905,	April 5,	Aug. 16.
Eastham,	.	.	.	1905,	W. P. Hammersley,	-	-	Aug. 27,	Nov. 14.
East Longmeadow,	.	.	.	1906,	Wm. G. Burns,	June 26,	1906,	July 12,	Sept. 13.
Ervyng,	.	.	.	1899-1900	L. L. Gerry,	June 26,	1906,	July 5,	Aug. 4.
Falmouth,	.	.	.	1906,	W. P. Hammersley,	Sept. 18,	1906,	Sept. 28,	Dec. 7.
Foxborough,	.	.	.	1905,	H. C. Holden,	March 6,	1906,	May 23,	June 2.
Framingham,	.	.	.	1905,	R. A. Vesper,	May 18,	1906,	June 11,	July 2.
Gardner,	.	.	.	1908,	P. H. Everett,	July 10,	1906,	Aug. 8,	Sept. 11.
Gloucester,	.	.	.	1905-6,	F. H. Cunningham,	Sept. 7,	1905,	May 9,	Sept. 15.
Granton,	.	.	.	1905,	C. A. Walton,	Aug. 3,	1906,	May 3,	July 14.
Granby,	.	.	.	1906,	L. L. Gerry,	June 12,	1906,	July 9,	Oct. 23.
Great Barrington,	.	.	.	1905,	G. G. Blackmer,	July 13,	1905,	Aug. 31,	Nov. 3.
Greenfield,	.	.	.	1906,	L. L. Gerry,	June 19,	1906,	July 18,	Sept. 29.
Groveland,	.	.	.	1905,	C. H. Norton,	Sept. 21,	1905,	Oct. 18,	May 11.
Hadley,	.	.	.	1906,	L. L. Gerry,	July 10,	1906,	July 20,	Aug. 22.
Hampshire,	.	.	.	1906,	L. T. C. Loring,	July 24,	1906,	Aug. 15,	Dec. 4.
Hatfield,	.	.	.	1906,	E. J. Nichols,	Aug. 28,	1906,	Sept. 6,	Dec. 31.
Haverhill (bridge),	.	.	.	1894-6,	C. A. Walton,	Mar. 6,	1906,	May 2,	July 25.
Holden,	.	.	.	1906,	D. H. Winslow,	Sept. 11,	1906,	Oct. 1,	Dec. 4.
Holliston,	.	.	.	1906,	P. H. Everett,	Sept. 4,	1906,	Sept. 18,	Nov. 15.
Hudson,	.	.	.	1906,	W. A. Rowell,	Sept. 11,	1906,	Sept. 25,	Dec. 5.
Huntington,	.	.	.	1906,	H. C. Holden,	Sept. 2,	1905,	June 16,	Aug. 22.
Kingston,	.	.	.	1905,	P. H. Everett,	Aug. 31,	1905,	April 5,	May 18.
Lancaster,	.	.	.	1905-6,	W. A. Rowell,	May 15,	1906,	May 30,	June 30.
Lee,	.	.	.	1901-2,	P. H. Everett,	Nov. 16,	1905,	June 7,	Aug. 25.
Leominster,	.	.	.	1895-6,	R. A. Vesper,	Aug. 28,	1906,	Sept. 19,	Oct. 18.
Lincoln,	.	.	.	1905,	E. J. Nichols,	June 19,	1905,	Oct. 18,	May 11.
Middlesex,	.	.	.	1906,	W. P. Hammersley,	May 18,	1906,	June 11,	July 2.
Middlesex,	.	.	.	1895-6,	R. A. Vesper,	July 10,	1906,	Aug. 8,	Sept. 11.
Berkshire,	.	.	.	1905,	P. H. Everett,	Sept. 7,	1905,	May 9,	Sept. 15.
Franklin,	.	.	.	1906,	C. A. Walton,	Aug. 3,	1906,	May 3,	July 14.
Franklin,	.	.	.	1905,	L. L. Gerry,	June 12,	1906,	July 9,	Oct. 23.
Franklin,	.	.	.	1906,	G. G. Blackmer,	July 13,	1905,	Aug. 31,	Nov. 3.
Barnstable,	.	.	.	1905,	L. L. Gerry,	June 19,	1906,	July 18,	Sept. 29.
Worcester,	.	.	.	1906,	C. H. Norton,	Sept. 21,	1905,	Oct. 18,	May 11.
Middlesex,	.	.	.	1905,	L. L. Gerry,	July 10,	1906,	July 20,	Aug. 22.
Barnstable,	.	.	.	1906,	L. T. C. Loring,	July 24,	1906,	Aug. 15,	Dec. 4.
Bristol,	.	.	.	1905,	E. J. Nichols,	Aug. 28,	1906,	Sept. 6,	Dec. 31.
Worcester,	.	.	.	1894-6,	C. A. Walton,	Mar. 6,	1906,	May 2,	July 25.
Norfolk,	.	.	.	1906,	D. H. Winslow,	Sept. 11,	1906,	Oct. 1,	Dec. 4.
Middlesex,	.	.	.	1906,	P. H. Everett,	Sept. 4,	1906,	Sept. 18,	Nov. 15.
Worcester,	.	.	.	1906,	W. A. Rowell,	Sept. 11,	1906,	Sept. 25,	Dec. 5.
Essex,	.	.	.	1905,	H. C. Holden,	Sept. 2,	1905,	June 16,	Aug. 22.
Worcester,	.	.	.	1905-6,	P. H. Everett,	Aug. 31,	1905,	April 5,	May 18.
Hampshire,	.	.	.	1901-2,	W. A. Rowell,	May 15,	1906,	May 30,	June 30.
Middlesex,	.	.	.	1895-6,	P. H. Everett,	Nov. 16,	1905,	June 7,	Aug. 25.
	.	.	.	1905,	R. A. Vesper,	Aug. 28,	1906,	Sept. 19,	Oct. 18.

TABLE SHOWING TOWNS AND CITIES IN WHICH WORK HAS BEEN DONE, ETC. — *Concluded.*

TOWN OR CITY.	County.	Lay-out.	Resident Engineer.	Date of Contract.	Date of Beginning.	Date of Ending.
Lowell,	Middlesex,	1897,	G. D. Marshall,	July 3, 1906,	June 27,	Aug. 25.
Lynn,	Essex,	1899,	Frank H. Morris,	Jan. 30, 1906,	Feb. 26,	June 30.
Mansfield,	Bristol,	1906,	G. D. Marshall,	Sept. 11, 1906,	Oct. 25,	Dec. 6.
Melrose-Saugus,	Middlesex,	1906,	Frank H. Morris,	May 22, 1906,	July 26,	Oct. 13.
Middleborough (1st),	Plymouth,	1906,	Howard C. Holden,	June 12, 1906,	Aug. 3,	Nov. 24.
Middleborough (2d),	Plymouth,	1906,	Howard C. Holden,	June 12, 1906,	Sept. 18,	Dec. 15.
Millbury,	Worcester,	1906,	C. A. Welton,	July 17, 1906,	Aug. 9,	Oct. 27.
Montague,	Franklin,	1906,	L. L. Gerry,	Sept. 4, 1906,	Oct. 1,	Nov. 30.
Needham,	Norfolk,	1905,	M. W. Fisher,	June 8, 1905,	Oct. 1,	Nov. 3.
North Brookfield,	Worcester,	1906,	A. D. Dadley,	June 12, 1906,	July 5,	Sept. 22.
Northampton,	Hampshire,	1906,	E. S. Bingham,	Aug. 14, 1906,	Aug. 29,	Nov. 24.
Norton,	Bristol,	1906,	G. D. Marshall,	Aug. 28, 1906,	Sept. 24,	Dec. 6.
Oxford,	Worcester,	1906,	C. A. Welton,	June 26, 1906,	July 26,	Nov. 10.
Palmer,	Hampden,	1905,	L. J. Gerry,	Sept. 21, 1905,	April 13,	June 20.
Fembroke,	Plymouth,	1905,	H. C. Holden,	Feb. 9, 1905,	June 2,	June 12.
Phillipston,	Worcester,	1904,	L. T. C. Loring,	Nov. 17, 1904,	May 15,	June 13.
Pittsfield,	Berkshire,	1906,	G. R. Brown,	Sept. 11, 1906,	Sept. 19,	Dec. 1.
Rehoboth,	Bristol,	1906,	H. C. Holden,	June 5, 1906,	Sept. 18,	Oct. 9.
Rehoboth,	Bristol,	1906,	G. A. Curtis,	June 12, 1906,	Oct. 9,	Dec. 13.
Rachmond,	Berkshire,	1906,	G. R. Brown,	June 5, 1906,	Sept. 7,	Nov. 5.
Rochester,	Plymouth,	1903,	W. G. Addis,	Sept. 19, 1903,	Sept. 18,	Oct. 5.
Rockland,	Plymouth,	1905,	W. P. Hammersley,	Sept. 21, 1905,	April 26,	May 4.
Rockland,	Plymouth,	1906,	D. H. Dickinson,	Aug. 7, 1906,	Sept. 11,	Nov. 15.
Rockport,	Essex,	1906,	Frank H. Morris,	Oct. 23, 1906,	Nov. 5,	Dec. 8.
Saugus,	Middlesex,	1906,	Frank H. Morris,	May 22, 1906,	July 3,	Oct. 13.
Scituate,	Plymouth,	1906,	H. C. Holden,	July 3, 1906,	Aug. 9,	Aug. 13.
Scituate,	Plymouth,	1906,	C. S. Tinkham,	July 3, 1906,	Aug. 13,	Dec. 18.
Somerset-Swanssea,	Bristol,	1906,	W. G. Addis,	Nov. 17, 1904,	May 8,	May 18.
Southborough,	Worcester,	1905,	C. A. Welton,	Oct. 13, 1905,	Mar. 13,	Aug. 23.
Spencer,	Worcester,	1906,	C. A. Welton,	Sept. 11, 1906,	Sept. 26,	Dec. 5.
Sterling,	Worcester,	1905,	P. H. Everett,	Aug. 31, 1905,	April 5,	May 18.

Stoughton, .	Norfolk,	1905,	D. H. Dickinson,	.	Aug. 3,	1905,	April 3,	May 24.
Sunderland, .	Franklin,	1906,	Lyman L. Gerry,	.	June 12,	1906,	Aug. 1,	Sept. 24.
Swansea, .	Bristol,	1906,	W. G. Addis,	.	July 3,	1906,	July 27,	Oct. 19.
Taunton, .	Bristol,	1905,	H. C. Holden,	.	July 13,	1905,	Aug. 15,	May 15.
Taunton (bridge),	Bristol,	1906,	E. J. Nichols,	.	May 8,	1906,	May 31,	Oct. 22.
Templeton,	Worcester,	1905,	C. H. Howes,	.	Sept. 4,	1905,	Sept. 27,	May 25.
Tewksbury,	Middlesex,	1906,	Frank H. Morris,	.	Sept. 11,	1906,	Sept. 20,	Nov. 26.
Truro,	Barnstable,	1906,	W. P. Hammersley,	.	April 25,	1906,	June 6,	Nov. 12.
Tyngsborough,	Middlesex,	1896,	G. D. Marshall,	.	July 3,	1906,	June 27,	Aug. 25.
Wareham, .	Plymouth,	1905,	H. C. Holden,	.	Sept. 14,	1905,	May 7,	June 28.
Wareham, .	Plymouth,	1906,	D. H. Dickinson,	.	Sept. 14,	1905,	June 5,	July 28.
Wareham, .	Plymouth,	1906,	H. C. Holden,	.	Aug. 21,	1906,	Sept. 15,	Nov. 2.
Westborough,	Worcester,	1906 ex.,	C. A. Welton,	.	Sept. 5,	1906,	Oct. 10,	Dec. 5.
Westfield, .	Hampden,	1894,	E. S. Bingham,	.	May 1,	1906,	May 18,	June 20.
West Newbury,	Essex,	1904-5,	C. H. Norton,	.	Sept. 21,	1905,	April 25,	Oct. 2.
West Newbury,	Essex,	1906,	C. H. Norton,	.	June 12,	1906,	July 9,	Oct. 2.
West Springfield,	Hampden,	1905-6,	E. S. Bingham,	.	Oct. 5,	1905,	May 7,	July 11.
Whately, .	Franklin,	1905,	C. H. Howes,	.	Sept. 14,	1905,	May 4,	May 14.
Whately,	Franklin,	1906,	L. L. Gerry,	.	June 26,	1906,	Sept. 12,	Oct. 11.

APPENDIX C.

SHOWING CONTRACT PRICES ON

	TOWN OR CITY.	Contract Number.	Contractor.	EXCAVATION.			Portland Cement Concrete Masonry.	Shaping (Square Yard).
				All Kinds (Cubic Yard).	Borrow (Cubic Yard).	Ledge (Cubic Yard).		
1	Agawam, . . .	1017	Amos D. Bridge, . . .	\$0 40	\$0 45	-	\$8 00	\$0 03
2	Ashby, . . .	1010	Richmond F. Hudson, . .	-	-	-	-	-
3	Athol, . . .	1041	Fred E. Ellis, . . .	60	75	\$2 00	$\left. \begin{array}{l} 11\ 00 \\ 19\ 00 \end{array} \right\}$	$\left. \begin{array}{l} 03 \\ 03 \end{array} \right\}$
4	Attleborough, . .	1032	Lane Quarry Co., . . .	-	-	-	-	-
5	Becket, . . .	1001	Michael L. Camarco, . .	$\left. \begin{array}{l} 42 \\ 450 \end{array} \right\}$	$\left. \begin{array}{l} 47 \\ 450 \end{array} \right\}$	1 50	11 50	-
6	Bedford, . . .	1024	John A. Gaffey, . . .	50	60	2 00	-	03
7	Bellingham, . . .	989	Town, . . .	45	50	1 50	8 00	03
8	Berkley, . . .	1019	Luigi C. Carchia, . . .	35	60	2 50	10 00	02
9	Beverly, . . .	972	John A. Gaffey, . . .	40	60	1 15	-	02
10	Bridgewater, . .	990	Richmond F. Hudson, . .	35	70	1 00	8 00	03
11	Burlington, . . .	1039	Richmond F. Hudson, . .	70	70	2 00	10 00	03
12	Canton, . . .	1022	William Shea & Son, . .	50	50	1 75	8 00	03
13	Charlton, . . .	1011	Richmond F. Hudson, . .	50	60	2 00	9 00	03
14	Chatham, . . .	1014	Town, . . .	25	30	-	-	02½
15	Chicopee, . . .	1042	City, . . .	40	1 17	1 75	8 00	03
16	Chilmark, . . .	1015	Town, . . .	30	50	2 50	12 50	03
17	Concord, . . .	998	Town, . . .	50	50	2 00	10 00	03
18	Dalton, . . .	982	Olin T. Benedict, . . .	-	-	-	-	-
19	Deerfield, . . .	1028	William N. Flynt Granite Co., . . .	40	50	-	8 00	03
20	Dennis, . . .	984	William Sears, . . .	25	35	-	8 00	02½
21	Dighton, . . .	1025	Magee, Macomber & Co., .	40	45	2 00	7 00	02½
22	East Longmeadow, .	1003	William N. Flynt Granite Co., . . .	45	40	2 00	10 00	03
23	Erving, . . .	1004	Fred E. Ellis, . . .	-	-	-	-	-
24	Falmouth, . . .	1040	Charles H. Thomas, . .	70	25	1 00	-	03

¹ Rubble masonry.⁵ Eight-inch clay.⁹ Fifteen-inch clay.² Rip-rap.⁶ Ten-inch clay.¹⁰ Stone from Cohasset quarry.

APPENDIX C.

STATE ROADS DURING 1906.

BROKEN STONE.		PIPE CULVERTS (PER LINEAL FOOT).											
Local (Ton).	Trap (Ton).	CLAY.			IRON.			Fencing (Lineal Foot).	Side Drains (Lineal Foot).	Stone Filling for Under-drains (per Cubic Yard).	Bounds (Each).	Catch-basins (Each).	
		Twelve-inch.	Eighteen-inch.	Twenty-four-inch.	Twelve-inch.	Eighteen-inch.	Twenty-four-inch.						
-	\$2 10	\$0 70	-	-	\$2 00	-	-	\$0 25	-	-	\$1 50	\$25 00	1
\$1 85	-	-	-	-	-	-	-	-	-	-	-	-	2
1 85	-	80	-	-	2 25	-	-	50	\$0 55	\$1 25	2 00	-	3
90	2 30	-	-	-	-	-	-	-	-	-	-	-	4
-	-	-	-	-	-	-	-	30	-	-	2 00	-	5
-	2 15	-	-	-	-	-	-	27	-	1 00	2 00	-	6
1 30	-	75	-	-	2 00	-	-	25	-	-	1 50	-	7
1 35	-	60	0 75	-	-	-	-	23	-	60	2 00	25 00	8
-	71 55	60	-	-	-	-	-	-	-	90	1 00	20 00	9
1 35	-	60	-	-	-	-	-	30	-	75	2 00	-	10
1 45	-	-	2 00	-	-	\$3 50	-	30	-	-	2 50	35 00	11
1 55	-	1 25	-	-	-	-	-	25	-	-	2 00	-	12
1 45	-	70	-	-	2 60	-	-	30	-	70	2 00	-	13
-	101 95	60	-	-	-	-	-	60	-	1140	75	20 00	14
-	2 30	75	1 25	13 50	2 00	-	-	25	-	-	1 50	-	15
1 80	-	55	91 20	-	131 25	-	-	26	1163	85	2 10	25 00	16
-	1 85	75	1 50	60	-	-	-	30	-	-	2 00	25 00	17
-	1 94	-	-	-	-	-	-	-	-	-	-	-	18
-	1 85	75	65	-	2 50	-	-	30	-	-	1 50	25 00	19
-	102 20	70	50	-	-	-	-	22	-	1140	1 50	20 00	20
1 50	-	75	50	-	2 50	-	-	25	-	65	1 50	25 00	21
-	180	-	-	-	2 50	-	-	35	-	65	1 50	-	22
-	1 98	-	-	-	-	-	-	-	-	-	-	-	23
-	2 75	-	-	-	-	-	-	-	-	-	2 50	50 00	24

³ Broken stone from "stack."⁴ Excavation for bridge foundations.⁷ Stone from city of Beverly crusher.⁸ Cobble stone gutters.¹¹ Clay hardening.¹² Twelve-inch clay to be relaid.¹³ Eight-inch iron.

SHOWING CONTRACT PRICES ON

	TOWN OR CITY.	Contract Number.	Contractor.	EXCAVATION.			Portland Cement Concrete Masonry.	Shaping (Square Yard).
				All Kinds (Cubic Yard).	Borrow (Cubic Yard).	Ledge (Cubic Yard).		
1	Gardner, . . .	1012	Fred E. Ellis, . . .	-	-	-	-	-
2	Granby, . . .	991	Lane Construction Corp.,	\$0 45	\$0 50	\$1 50	\$8 00	\$0 03
3	Greenfield, . . .	999	Town, . . .	50	45	1 75	8 00	03
4	Hadley, . . .	1013	Lane Construction Corp.,	-	-	-	-	-
5	Hanover, . . .	1050	Edward J. Rourke, . . .	45	50	-	8 00	03
6	Hatfield, . . .	1018	Town, . . .	$\left. \begin{array}{l} 40 \\ 360 \end{array} \right\}$	$\left. \begin{array}{l} 40 \\ 360 \end{array} \right\}$	1 75	10 00	03
7	Haverhill, ⁴ . . .	1026	James E. Watkins, . . .	-	-	-	-	-
8	Holden, . . .	973	Worcester Broken Stone Co.	60	-	-	-	-
9	Holliston, . . .	1033	W. H. Mague Co., . . .	45	65	2 00	10 00	03
10	Hudson, . . .	1029	Worcester Broken Stone Co.	49	59	1 50	9 00	03
11	Huntington, . . .	1034	Lane Construction Corp.,	45	60	2 00	$\left\{ \begin{array}{l} 10 00 \\ 8 00 \end{array} \right\}$	$\left\{ \begin{array}{l} 03 \\ 03 \end{array} \right\}$
12	Lee, . . .	985	Olin T. Benedict, . . .	-	-	-	-	-
13	Lee (south), . . .	1044	Michael L. Camarco, . . .	42	62	1 50	8 50	03
14	Lee-Stockbridge, . . .	1045	John W. Polcaro, . . .	50	75	1 00	8 00	-
15	Lenox, . . .	1048	William N. Flynt Granite Co.	55	-	1 50	8 00	-
16	Lynn, . . .	971	Richmond F. Hudson, . . .	89	-	-	-	-
17	Mansfield, . . .	1035	Edward J. Rourke, . . .	60	60	1 50	10 00	03
18	Melrose-Saugus, . . .	987	Fred E. Ellis, . . .	45	50	2 50	$\left\{ \begin{array}{l} 9 00 \\ 15 50 \end{array} \right\}$	$\left\{ \begin{array}{l} 03 \\ 03 \end{array} \right\}$
19	Middleborough, . . .	992	Town, . . .	40	1 00	2 00	8 00	03
20	Middleborough, . . .	993	Town, . . .	40	1 00	2 00	8 00	03
21	Millbury, . . .	1016	Town, . . .	45	50	1 50	8 00	03
22	Montague, ⁷ . . .	1030	Town, . . .	45	50	-	8 00	03
23	Northampton, . . .	1021	Bruno & Milano, . . .	35	60	1 75	7 50	02
24	North Brookfield, . . .	994	Town, . . .	50	45	1 50	10 00	03
25	Norton, . . .	1027	Edward J. Rourke, . . .	40	60	1 50	10 00	03
26	Oxford, . . .	1005	Worcester Broken Stone Co.	41	51	1 25	7 50	02½
27	Pittsfield, . . .	1036	D. Hammond & Brother,	50	63	-	-	02
28	Rehoboth, . . .	988	Town, . . .	35	40	2 00	8 00	02½
29	Richmond, . . .	995	Town, . . .	45	50	2 00	7 00	-
30	Rockland, . . .	1020	Town, . . .	40	50	2 00	9 00	03

¹ Ten-inch clay.² Fifteen-inch clay.³ Excavation for bridge foundations.⁷ Rock embankment.⁸ Eight-inch clay.⁹ Telford foundation.¹² Six-inch clay.¹³ Rip-rap.¹⁴ Granite block gutter paving.⁸ Eight-inch clay to be relaid.

STATE ROADS DURING 1906 — *Continued.*

BROKEN STONE.		PIPE CULVERTS (PER LINEAL FOOT).											
Local (Ton).	Trap (Ton).	CLAY.			IRON.			Fencing (Lineal Foot).	Side Drains (Lineal Foot).	Stone Filling for Under-drains (per Cubic Yard).	Bounds (Each).	Catch-basins (Each).	
		Twelve-inch.	Eighteen-inch.	Twenty-four-inch.	Twelve-inch.	Eighteen-inch.	Twenty-four-inch.						
-	\$2 28	-	-	-	-	-	-	-	-	-	-	-	1
-	2 25	\$0 75	-	-	\$2 25	-	-	\$0 30	-	-	\$2 00	-	2
-	1 75	75	-	-	2 50	-	-	25	-	-	1 50	-	3
-	1 95	-	-	-	-	-	-	-	-	-	-	-	4
\$1 60	-	75	\$1 50	{ ^{180 65} _{21 25} }	2 25	-	-	25	-	\$0 80	2 00	\$25 00	5
-	1 75	-	-	-	-	-	-	25	-	-	2 00	-	6
-	-	-	-	-	-	-	-	-	-	-	-	-	7
1 22	-	-	-	-	-	-	-	-	\$0 60	80	-	-	8
1 55	-	70	-	-	2 50	-	-	33	-	-	2 00	30 00	9
1 44	-	80	2 00	{ ¹⁷⁰ _{21 00} }	-	-	-	30	-	-	2 00	25 00	10
-	1 90	75	165	-	2 00	-	-	30	-	-	1 50	-	11
-	2 29	-	-	-	-	-	-	-	-	-	-	-	12
1 65	1 95	95	-	-	2 75	-	-	42	755	95	2 00	25 00	13
-	-	1 00	2 00	-	2 00	\$3 50	-	30	⁵¹ 55	1 25	2 00	25 00	14
-	-	1 00	880	{ ^{11 00} _{21 25} }	2 50	3 50	-	⁵¹ 50	{ ⁹⁵⁰ ₁₀₇₅ }	1 20	2 00	25 00	15
112 00	1 60	1250	-	-	-	-	-	23	¹³¹ 25	¹⁴² 00	2 00	25 00	16
1 60	-	75	-	-	-	-	-	27	-	-	2 00	25 00	17
1 25	-	70	1 50	{ ¹⁶⁰ ₂₉₀ }	-	-	-	28	-	-	2 00	28 00	18
1 25	-	70	860	{ ^{21 10} ₁₆₀ }	¹⁶¹ 75	-	-	25	-	85	1 50	25 00	19
1 25	-	70	160	{ ^{21 10} ₈₅₀ }	¹⁶¹ 75	-	-	25	-	85	1 50	25 00	20
1 40	-	75	1 00	-	2 00	-	-	25	-	80	1 50	-	21
1 55	-	75	-	-	2 25	-	-	25	-	-	1 50	20 00	22
-	2 00	70	-	-	2 00	-	-	25	-	60	2 00	-	23
-	2 00	75	-	-	2 00	-	-	30	-	85	2 00	-	24
1 65	-	75	²¹ 25	-	-	-	-	25	-	-	2 00	25 00	25
1 34	-	80	-	-	2 00	-	-	25	-	75	2 00	-	26
-	1 90	-	-	-	-	-	-	25	-	-	2 00	25 00	27
1 43	-	75	165	²¹ 25	-	-	-	25	-	75	1 50	25 00	28
-	-	70	-	-	2 00	-	-	25	¹⁷¹ 25	75	2 00	-	29
1 75	-	75	{ ⁸⁵⁰ ₁₈₄₀ }	{ ²¹ 25}	2 00	-	-	25	-	-	1 50	25 00	30

⁴ Lump sum, \$5,219.53.¹⁰ Cobble stone gutters.¹⁵ Rubble masonry.⁵ Gravel.¹¹ Broken stone screenings for sidewalks.¹⁶ Ten-inch iron.⁶ Cement masonry.¹⁷ Screened gravel.

SHOWING CONTRACT PRICES ON

	TOWN OR CITY.	Contract Number.	Contractor.	EXCAVATION.			Portland Cement Concrete Masonry.	Shaping (Square Yard).
				All Kinds (Cubic Yard).	Borrow (Cubic Yard).	Ledge (Cubic Yard).		
1	Rockport, . .	1046	Luigi C. Carchia, . .	\$0 50	\$0 70	\$2 00	\$10 00	\$0 02
2	Scituate, . .	1008	W. H. Mague Co., . .	40	60	1 50	10 00	02½
3	Spencer, . .	1037	Town, ...	40	45	1 75	8 00	03
4	Sterling, . .	1047	Richmond F. Hudson, .	55	-	3 00	10 00	03
5	Sunderland, . .	996	Town, ...	40	50	1 75	8 00	03
6	Swansea, . .	1009	Herbert E. Cushing, .	30	50	2 00	7 00	02
7	Taunton-Dighton, ¹	983	Magee, Macomber & Co.,	-	-	-	-	-
8	Tewksbury, . .	1038	Fred E. Ellis, . . .	60	67	1 50	10 00	03
9	Truro, ...	978	Town, ...	25	20	-	9 00	-
10	Wareham (Marion),	986	Lane Quarry Co., . .	30	45	-	8 00	02½
11	Wareham, . . .	1023	Lane Quarry Co., . .	60	70	-	-	03
12	Westborough, . .	1031	Town, ...	45	65	1 75	8 00	-
13	Westfield, . .	981	Lane Construction Corp.,	-	-	-	-	-
14	West Newbury, . .	997	Collins & O'Neil, . .	40	60	2 25	10 00	03
15	Whately, . . .	1006	William N. Flynt Granite Co.	40	-	-	-	03

¹ Eight-inch clay.² Blind drains.⁵ Ten-inch clay.⁶ Sand.

STATE ROADS DURING 1906 — *Concluded.*

BROKEN STONE.		PIPE CULVERTS (PER LINEAL FOOT).						Fencing (Lineal Foot).	Side Drains (Lineal Foot).	Stone Filling for Under-drains (per Cubic Yard).	Bounds (Each).	Catch-basins (Each).	
Local (Ton).	Trap (Ton).	CLAY.			IRON.								
		Twelve-inch.	Eighteen-inch.	Twenty-four-inch.	Twelve-inch.	Eighteen-inch.	Twenty-four-inch.						
\$1 50	-	\$1 00	\$1 50	-	-	\$4 50	-	\$0 30	-	-	\$2 50	-	1
1 40	-	80	1 60	-	\$2 00	-	-	25	-	\$0 75	2 00	-	2
-	\$2 10	75	1 00	-	2 00	-	-	25	\$0 30	90	1 50	-	3
1 75	-	80	-	-	2 25	-	-	30	-	85	2 00	\$35 00	4
-	2 00	75	-	-	2 50	-	-	25	-	-	1 50	30 00	5
1 25	-	70	1 50	\$1 00	-	-	-	30	-	-	1 50	30 00	6
-	-	-	-	-	-	-	-	-	-	-	-	-	7
-	2 20	65	2 00	-	-	-	-	30	-	-	2 00	30 00	8
-	72 55	75	65	2 50	-	-	-	25	-	\$1 30	1 00	25 00	9
-	72 05	1 50	-	-	-	-	-	22	-	-	1 50	22 00	10
-	72 05	-	-	-	-	-	-	-	-	-	1 50	-	11
-	-	75	-	-	2 00	-	-	25	65	95	1 75	-	12
-	1 43	-	-	-	-	-	-	-	-	-	-	-	13
1 55	-	60	55	-	-	-	-	30	-	-	2 25	25 00	14
-	2 00	-	-	-	-	-	-	-	-	-	2 00	-	15

³ Fifteen-inch clay.⁷ Stone from Cohasset quarry.⁴ Lump sum, \$5,150.40.⁸ Clay.⁹ Gravel.

APPENDIX D.

STATEMENT OF CLAIMS AGAINST THE COMMISSION.

[As required by section 5, chapter 18 of the Revised Laws.]

NAME.	Residence.	Nature of Claim.
Barnes, George H., Barnes, Wm., 2d, }	Marlborough, {	Damages caused by construction of State road at Marlborough.
Bennett, J. C., .	Lynn, .	Damages caused by taking of land at Lynn.
Brennan, Ann M., .	Westport, .	Damages due to alleged accident on State road at Westport.
Brown, Mary, .	Westfield, .	Damages due to alleged accident on State road in Russell.
Chase, Charles A., .	Somerset, .	Damages caused by drainage conditions on State road in Somerset.
Coleman, Martin W.,	Richmond, .	Damages due to construction of State road at Richmond.
Crowell, T. H., ¹ .	Somerville, .	Damages caused by construction of State road at Chatham.
Daly, Julia M., ¹ .	Abington, .	Damages caused by construction of State road at Abington.
Donovan, J. H., ¹ .	Natick, .	Damages due to construction of State road at Natick.
Green, Arthur E., .	Westfield, .	Damages due to alleged accident on State road at Russell.
Griffin, John, <i>et al.</i> , .	Natick, .	Damages due to construction of State road at Natick.
Merriam, Harriet M.,	Millbury, .	Damages due to construction of State road at Millbury.
Pierce, Alice, .	Topsfield, .	Damages due to alleged accident on State road at Wenham.
Salem Savings Bank, .	Salem, .	Damages caused by taking of land at Lynn.
Seabury, Phœbe W.,	Dartmouth, .	Damages due to construction of State road at Dartmouth.
Sullivan, John, .	Westfield, .	Damages due to alleged accident on State road at Russell.
Sullivan, Kate, .	Millbury, .	Damages due to construction of State road at Millbury.
Warren, Alice E. M., ¹	Auburn, .	Damages due to construction of State road at Auburn.
Williams, Frank, .	Boston, .	Damages due to alleged delays in furnishing materials for State highway construction at Beverly.
Williams, Joseph, .	Somerset, .	Damages due to construction of State road at Somerset.

¹ The municipality is defending the action.

APPENDIX E.

COST PER MILE OF ROAD (SECTIONS COMPLETED DURING THE
YEAR 1906).¹

TOWN OR CITY.	Square Yards.	Miles.	Cost per Mile.
Agawam, ...	6,667	.644	\$7,250 80
Auburn, ...	12,810	1.456	5,349 16
Bellingham, 1905, ...	6,425	.730	8,601 33
Bellingham, 1906, ...	8,117	.922	7,157 12
Bellingham-Blackstone, ...	2,013	.229	6,630 39
Berkley, ...	6,742	.766	5,684 39
Beverly, ²	8,102	.767	7,524 42
Boxborough, ³	9,590	1.090	4,855 94
Bridgewater, ...	5,500	.625	6,290 70
Burlington, ...	8,600	.977	6,476 21
Canton, ...	5,000	.568	7,409 23
Charlton, ...	4,604	.529	7,880 47
Chilmark, ...	11,736	1.667	4,982 04
Concord, 1905, ...	8,523	.969	9,976 74
Concord, 1906, ...	5,557	.632	7,950 69
Dennis, ...	7,255	.824	6,241 71
Douglas, ...	4,704	.534	8,059 57
Dover, ³	8,654	.989	5,740 90
Dracut, ...	10,833	1.231	6,684 66
East Longmeadow, ...	4,015	.456	8,315 83
Framingham, ...	11,228	1.276	4,133 98
Grafton, ...	4,400	.500	8,363 86
Granby, ...	4,461	.507	9,300 98
Greenfield, ...	3,917	.445	8,106 45
Groveland, ...	2,488	.283	9,526 08
Hatfield, ...	2,917	.332	9,163 64
Holden, ...	4,583	.521	9,701 34
Hudson, ...	6,732	.765	5,658 99

¹ Exclusive of cost of bridges and engineering charges.³ Gravel road.² Macadam 18 feet in width.

COST PER MILE OF ROAD, ETC. — *Concluded.*

TOWN OR CITY.	Square Yards.	Miles.	Cost per Mile.
Kingston, ...	8,943	1.016	\$6,040 19
Lancaster-Sterling, ...	8,743	.995	5,436 82
Melrose-Saugus, ...	5,167	.587	10,876 32
Middleborough, ...	6,345	.721	7,163 37
Millbury, ...	5,167	.587	8,918 19
Needham, ...	9,150	1.040	4,080 36
North Brookfield, ...	4,583	.521	10,157 57
Oxford, ...	7,470	.849	7,730 27
Palmer, ¹	7,470	.849	4,239 32
Richmond, ¹	2,997	.341	7,495 54
Rockland, ...	3,882	.441	6,486 30
Southborough, ...	9,975	1.133	6,872 71
Stoughton, ...	11,667	1.327	5,699 16
Sunderland, ...	2,000	.227	13,345 41
Swansea, ...	12,687	1.442	4,072 61
Templeton, ...	5,167	.587	7,670 87
Tewksbury, ...	6,540	.743	9,037 69
Truro, ²	5,609	.797	6,572 32
Wareham, 1905, ...	8,937	1.016	4,553 75
Wareham, 1906 (Marion), ...	9,692	1.101	5,461 87
Wareham, 1906, ...	1,562	.178	5,790 79
West Newbury, 1904-5, ...	6,558	.745	7,906 72
West Newbury, 1906, ...	3,333	.380	9,327 71
West Springfield, ...	6,667	.758	6,354 45
Whately, 1905, ³	5,704	.810	6,360 03
Whately, 1906, ...	1,964	.279	5,555 49
Totals, ...	354,152	40.704	—
Average cost per mile, ...			\$6,742 74

¹ Gravel road.² Broken stone and clay construction.³ Macadam 12 feet in width.

APPENDIX F.

MAINTENANCE.

Table showing the Amounts expended for Repairs and Maintenance and the Cost per Mile per Year on Each Road finished previous to 1906; also the Number of Miles of Road under Maintenance and the Amounts to be assessed upon Municipalities for Maintenance under Chapter 47 of the Revised Laws.

30-1

TOWN OR CITY.	Expended to 1906.	Expended in 1906.	Totals.	Total Cost per Mile per Year.	Expended per Mile in 1906.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Abington, . . .	\$285 01	\$170 13	\$455 14	\$52 62	\$77 05	2.208	\$110 40
Acton, . . .	878 61	142 68	1,021 29	39 60	32 20	4.431	142 68
Acushnet, . . .	1,285 31	2,556 13	3,841 44	221 92	752 91	3.395	169 75
Adams, . . .	508 26	14 47	522 73	100 91	25 47	.568	14 47
Agawam, . . .	19 89	68 03	87 92	26 24	37 94	1.793	68 03
Amesbury, . . .	730 12	180 54	910 66	107 39	80 49	2.243	112 15
Amherst, . . .	286 85	37 62	324 47	78 19	38 74	.971	37 62
Andover, . . .	1,845 03	636 54	2,481 57	86 28	151 84	4.192	209 60
Ashby, . . .	3,051 37	382 31	3,433 68	102 68	10 70	3.571	178 55
Ashfield, . . .	1,582 21	211 61	1,793 82	137 98	131 59	1.608	80 40
Ashland, . . .	100 30	10 54	110 84	31 22	7 15	1.473	10 54
Athol, . . .	5,721 02	394 33	6,115 35	330 02	177 30	2.224	111 20
Attleborough, . .	729 50	93 84	823 34	63 82	35 39	2.651	93 84
Auburn, . . .	2,388 54	300 49	2,689 03	81 60	57 09	5.263	263 15
Barnstable, . . .	1,708 59	334 82	2,043 41	78 56	58 80	5.694	284 70
Barre, . . .	711 20	61 30	772 50	45 76	21 20	2.891	61 30
Becket, . . .	169 64	88 07	257 71	73 42	54 90	1.604	80 20
Bedford, . . .	210 02	15 36	225 38	33 74	13 75	1.117	15 36
Belchertown, . .	426 18	41 76	467 94	71 11	30 48	1.370	41 76
Bellingham, . . .	19 20	87 54	106 74	35 46	29 12	3.006	87 54
Beverly, . . .	5,544 62	2,069 14	7,613 76	326 91	364 28	5.680	284 00
Blackstone, . . .	632 56	79 71	712 27	75 45	45 78	1.741	79 71

Table showing the Amounts expended for Repairs, etc. — Continued.

TOWN OR CITY.	Expended to 1906.	Expended in 1906.	Totals.	Total Cost per Mile per Year.	Expended per Mile in 1906.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Bourne, . . .	\$559 01	\$151 05	\$710 06	\$49 65	\$36 11	4.182	\$151 05
Boxborough, . .	318 98	146 17	465 15	40 69	59 58	2.453	122 65
Braintree, . . .	77 11	45 23	122 34	24 81	42 62	1.061	45 23
Brewster, . . .	3,733 45	462 90	4,196 35	80 14	59 45	7.786	389 30
Bridgewater, . .	124 28	21 78	146 06	35 19	8 09	2.689	21 78
Brimfield, . . .	1,459 95	132 68	1,592 63	64 29	33 45	3.966	132 68
Brockton, . . .	1,030 89	301 94	1,332 83	67 93	94 77	3.186	159 30
Brookfield, . . .	894 62	247 76	1,142 38	72 03	70 68	3.505	175 25
Buckland, . . .	3,368 44	406 92	3,775 36	128 32	103 43	3.934	196 70
Burlington, . . .	248 01	597 07	845 08	138 76	211 57	2.822	141 10
Canton, . . .	—	1 45	1 45	5 00	2 55	.568	1 45
Charlemont, . . .	3,577 90	172 88	3,750 78	590 67	225 39	.767	38 35
Charlton, . . .	239 69	195 48	435 17	55 72	71 08	2.750	137 50
Chatham, . . .	841 21	184 42	1,025 63	92 98	45 67	4.038	184 42
Chelmsford, . . .	764 50	131 76	896 26	70 96	48 61	2.710	131 76
Chelsea, . . .	20 97	99 50	120 47	46 15	172 14	.578	28 90
Cheshire, . . .	860 41	279 96	1,140 37	81 45	107 88	2.595	129 75
Chester, . . .	1,408 49	232 83	1,641 32	143 85	71 75	3.245	162 25
Chicopee, . . .	6,225 39	1,071 59	7,296 98	593 25	387 27	2.767	138 35
Chilmark, . . .	7 28	34 33	41 61	22 49	12 26	2.799	34 33
Clarksburg, . . .	—	145 89	145 89	243 15	242 74	.601	30 05
Cohasset, . . .	332 94	118 22	451 16	32 34	51 82	2.281	114 05
Colrain, . . .	964 55	201 08	1,165 63	101 09	94 27	2.133	106 65
Concord, . . .	834 26	283 75	1,118 01	70 76	78 23	3.627	181 35
Cottage City, . .	3,757 15	219 74	3,976 89	158 12	92 71	2.370	118 50
Dalton, . . .	4,212 22	185 07	4,397 29	241 00	72 40	2.556	127 80
Dartmouth, . . .	538 46	671 73	1,210 19	62 60	147 95	4.540	227 00
Deerfield, . . .	4,920 63	179 93	5,100 56	221 23	47 02	3.826	179 93
Dennis, . . .	3,573 24	410 17	3,983 41	78 89	54 71	7.497	374 85
Dighton, . . .	77 23	25 74	102 97	18 75	15 55	1.655	25 74
Douglas, . . .	395 84	6 02	401 86	85 86	2 83	2.125	6 02
Dracut, . . .	—	9 19	9 19	35 34	7 46	1.231	9 19
Dudley, . . .	439 20	179 53	618 73	185 24	170 98	1.050	52 50
Duxbury, . . .	1,371 45	159 49	1,530 94	68 40	41 29	3.862	159 49

Table showing the Amounts expended for Repairs, etc. — Continued.

TOWN OR CITY.	Expended to 1906.	Expended in 1906.	Totals.	Total Cost per Mile per Year.	Expended per Mile in 1906.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
East Longmeadow, .	\$20 84	\$13 31	\$34 15	\$22 76	\$12 77	1.042	\$13 31
Eastham, . .	831 51	143 62	975 13	230 52	88 11	1.630	81 50
Easthampton, .	1,377 95	175 36	1,553 31	78 25	73 58	2.383	119 15
Easton, . .	166 32	42 83	209 15	43 84	53 47	.801	40 05
Edgartown, . .	621 63	118 11	739 74	56 51	48 88	2.416	118 11
Erving, . .	1,246 70	158 08	1,404 78	104 99	77 33	2.044	102 20
Essex, . .	105 27	19 41	124 68	109 36	55 61	.349	17 45
Fairhaven, . .	727 45	26 55	754 00	46 54	18 32	1.449	26 55
Falmouth, . .	190 79	476 46	667 25	29 78	39 10	12.184	476 46
Fitchburg, . .	4,353 33	197 30	4,550 63	181 44	47 91	4.118	197 30
Foxborough, . .	106 57	40 50	147 07	17 36	14 27	2.838	40 50
Framingham, .	-	3 00	3 00	1 94	2 59	1.155	3 00
Franklin, . .	-	77 56	77 56	110 80	106 39	.729	36 45
Freetown, . .	201 28	248 51	449 79	43 12	77 82	3.193	159 65
Gardner, . .	2,299 36	284 89	2,584 25	103 66	84 88	3.356	167 80
Gloucester, . .	4,031 19	473 67	4,504 86	191 69	137 45	3.446	172 30
Goshen, . .	2,762 01	164 67	2,926 68	141 65	86 35	1.907	95 35
Grafton, . .	758 23	81 83	840 06	70 00	43 97	1.861	81 83
Granby, . .	1,698 68	177 73	1,876 41	200 68	90 26	1.969	98 45
Great Barrington, .	7,691 02	566 60	8,257 62	280 10	166 10	3.411	170 55
Greenfield, . .	523 32	63 04	586 36	64 86	25 83	2.440	63 04
Groton, . .	251 76	10 59	262 35	47 70	7 66	1.382	10 59
Groveland, . .	208 87	263 92	472 79	76 87	153 17	1.723	86 15
Hadley, . .	4,110 34	237 42	4,347 76	143 44	50 63	4.689	234 45
Hamilton, . .	721 89	575 16	1,297 05	141 59	399 13	1.441	72 05
Hancock, . .	5,760 49	482 56	6,243 05	227 51	149 30	3.232	161 60
Hardwick, . .	398 38	81 14	479 52	85 93	99 07	.819	40 95
Harvard, . .	193 65	38 10	231 75	48 27	24 08	1.582	38 10
Harwich, . .	1,421 05	514 36	1,935 41	78 86	100 89	5.098	254 90
Hatfield, . .	88 74	29 45	118 19	67 53	75 90	.388	19 40
Haverhill, . .	6,687 13	82 91	6,770 04	377 99	26 33	3.148	82 91
Hingham, . .	1,212 17	264 23	1,476 40	54 35	99 40	2.658	132 90
Hinsdale, . .	97 63	168 57	266 20	70 61	165 75	1.017	50 85
Holbrook, . .	685 35	108 78	794 13	57 25	62 12	1.751	87 55

Table showing the Amounts expended for Repairs, etc. — Continued.

TOWN OR CITY.	Expended to 1906.	Expended in 1906.	Totals.	Total Cost per Mile per Year.	Expended per Mile in 1906.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Holden, . . .	\$1,981 17	\$262 10	\$2,243 27	\$62 85	\$61 20	4.282	\$214 10
Hudson, . . .	-	1 98	1 98	33 00	2 58	.765	1 98
Huntington, . .	6,156 45	154 65	6,311 10	562 98	100 61	1.537	76 85
Kingston, . . .	-	2 63	2 63	10 11	2 58	1.016	2 63
Lakeville, . . .	345 86	149 41	495 27	33 12	41 85	3.570	149 41
Lancaster, . . .	193 32	54 70	248 02	47 60	43 76	1.249	54 70
Lawrence, . . .	1,596 82	80 16	1,676 98	665 46	300 22	.267	13 35
Lee, . . .	8,443 91	381 90	8,825 81	304 86	117 76	3.243	162 15
Leicester, . . .	13,384 94	364 68	13,749 62	322 45	75 25	4.846	242 30
Lenox, . . .	2,217 37	409 33	2,626 70	159 29	77 62	5.273	263 65
Leominster, . .	359 92	84 23	444 15	47 91	38 67	2.178	84 23
Lexington, . . .	1,620 77	754 01	2,374 78	64 69	175 71	4.291	214 55
Lincoln, . . .	1,100 32	2,154 67	3,254 99	160 18	1,045 95	2.060	103 00
Littleton, . . .	276 48	200 74	477 22	68 66	76 73	2.616	130 80
Lowell (north), .	472 32	3,289 75	12,680 20	628 35	1,428 46	2.653	132 65
Lowell (south), .	8,918 13						
Lowell (east), .	-						
Lunenburg, . . .	1,415 18	59 12	1,474 30	93 54	21 71	2.722	59 12
Lynn, . . .	5 04	141 78	146 82	166 84	180 84	.784	39 20
Mansfield, . . .	67 36	30 76	98 12	29 73	42 72	.720	30 76
Marion, . . .	986 15	324 20	1,310 35	36 34	58 21	5.569	278 45
Marlborough, . .	761 27	1,454 09	2,215 36	87 84	263 37	5.521	276 05
Marshfield, . . .	1,119 39	141 45	1,260 84	52 40	35 37	3.999	141 45
Mattapoisett, . .	790 15	54 13	844 28	37 17	16 88	3.206	54 13
Melrose, . . .	-	1 02	1 02	34 00	2 58	.395	1 02
Merrimac, . . .	814 05	234 95	1,049 00	79 28	110 72	2.122	106 10
Methuen, . . .	3,262 70	168 94	3,431 64	191 92	64 30	2.627	131 35
Middleborough, .	974 60	206 23	1,180 83	26 13	23 01	8.959	206 23
Milford, . . .	-	8 53	8 53	4 87	4 88	1.745	8 53
Millbury, . . .	331 70	103 77	435 47	52 72	34 79	2.982	103 77
Milton, . . .	2,460 71	36 08	2,496 79	487 65	41 42	.871	36 08
Monson, . . .	945 53	40 27	985 80	89 53	30 32	1.328	40 27
Montague, . . .	913 69	202 57	1,116 26	79 22	81 74	2.478	123 90
Nantucket, . . .	3,318 96	343 55	3,662 51	68 19	53 02	6.479	323 95

Table showing the Amounts expended for Repairs, etc. — Continued.

TOWN OR CITY.	Expended to 1906.	Expended in 1906.	Totals.	Total Cost per Mile per Year.	Expended per Mile in 1906.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Natick, . . .	\$140 60	\$230 81	\$371 41	\$35 88	\$72 12	3.200	\$160 00
Needham, . . .	70 29	2 59	72 88	16 56	2 60	.995	2 59
New Braintree, . .	94 90	11 50	106 40	53 75	28 96	.397	11 50
Newbury, . . .	559 29	932 48	1,491 77	95 44	220 39	4.231	211 55
Newburyport, . .	1,115 27	141 38	1,256 65	87 14	80 60	1.754	87 70
Newton, . . .	24 65	73 10	97 75	18 65	70 83	1.032	51 60
Norfolk, . . .	514 59	75 97	590 56	40 72	52 24	1.454	72 70
North Adams, . .	8,985 64	843 19	9,828 83	355 35	210 37	4.008	200 40
North Andover, . .	776 08	93 07	869 15	102 73	49 24	1.890	93 07
North Brookfield, .	-	51 05	51 05	221 95	49 90	1.023	51 05
Northampton, . .	1,517 25	212 34	1,729 59	105 46	73 49	2.889	144 45
North Attleborough.	2,185 53	238 27	2,423 80	68 76	66 24	3.597	179 85
Northborough, . .	588 36	212 78	801 14	37 29	53 51	3.976	198 80
Northfield, . . .	299 72	3 00	302 72	63 86	2 59	1.157	3 00
North Reading, . .	379 25	311 03	690 28	52 13	134 66	2.310	115 50
Norton, . . .	891 46	92 83	984 29	468 70	129 28	.718	35 90
Norwood, . . .	1,116 88	170 53	1,287 41	69 10	83 18	2.050	102 50
Orange, . . .	2,588 30	1,191 60	3,779 90	124 70	248 40	4.797	239 85
Orleans, . . .	426 39	206 79	633 18	50 09	49 91	4.143	206 79
Oxford, . . .	-	2 04	2 04	68 00	2 59	.786	2 04
Palmer, . . .	1,013 59	245 89	1,259 48	78 66	57 99	4.240	212 00
Paxton, . . .	6,766 30	152 38	6,918 68	199 61	42 36	3.597	152 38
Pembroke, . . .	-	36 26	36 26	139 46	103 60	.350	17 50
Phillipston, . . .	1,212 80	23 85	1,236 65	126 83	12 22	1.951	23 85
Pittsfield, . . .	4,278 14	794 24	5,072 38	180 31	167 88	4.731	236 55
Plainville, . . .	29 88	44 63	74 51	20 58	24 71	1.806	44 63
Plymouth, . . .	3,650 66	271 10	3,921 76	97 92	53 98	5.022	251 10
Princeton, . . .	564 92	49 88	614 80	58 00	22 37	2.229	49 88
Provincetown, . .	165 51	141 91	307 42	78 22	128 77	1.102	55 10
Quincy, . . .	119 66	3,102 40	3,222 06	448 47	1,352 98	2.293	114 65
Randolph, . . .	211 91	21 85	233 76	51 48	15 79	1.383	21 85
Raynham, . . .	138 63	34 09	172 72	30 09	23 08	1.477	34 09
Reading, . . .	859 88	513 87	1,373 75	98 26	137 54	3.736	186 80
Rehoboth, . . .	1,061 41	128 34	1,189 75	58 12	36 52	3.514	128 34

Table showing the Amounts expended for Repairs, etc. — Continued.

TOWN OR CITY.	Expended to 1906.	Expended in 1906.	Totals.	Total Cost per Mile per Year.	Expended per Mile in 1906.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Revere (east), .	\$982 95	} \$166 47	\$3,009 21	\$329 95	\$133 38	1.248	\$62 40
Revere (west), .	1,859 79						
Richmond, . .	1,395 91	297 55	1,693 46	108 34	94 07	3.163	158 15
Rochester, . .	150 59	1,331 93	1,482 52	96 45	252 73	5.270	263 50
Rockland, . .	28 50	11 11	39 61	9 61	4 71	2.354	11 11
Rockport, . .	65 00	31 92	96 92	77 53	99 13	.322	16 10
Rowley, . . .	—	3 35	3 35	27 91	25 57	.131	3 35
Russell, . . .	10,482 14	349 19	10,831 33	180 88	52 47	6.655	332 75
Rutland, . . .	7 45	72 25	79 70	68 70	62 28	1.160	58 00
Salem, ...	2 60	35	2 95	4 33	2 63	.133	35
Salisbury, . .	9 30	116 88	126 18	74 66	180 77	1.447	72 35
Sandwich, . .	3,041 28	37 11	3,078 39	150 53	13 15	2.822	37 11
Saugus, . . .	2,227 63	157 23	2,384 86	229 31	87 73	1.792	89 60
Scituate, . . .	1,313 32	160 78	1,474 10	88 58	63 90	2.516	125 80
Seekonk, . . .	132 81	252 00	384 81	38 71	91 40	2.757	137 85
Shelburne, . .	4,364 52	193 42	4,557 94	205 59	89 58	2.159	107 95
Shrewsbury, . .	5,785 22	511 77	6,296 99	180 11	105 34	4.858	242 90
Somerset, . . .	1,574 57	401 18	1,975 75	49 76	57 75	6.946	347 30
Southampton, .	4 23	68 61	72 84	104 05	104 11	.659	32 95
Southborough, .	10 81	27 99	38 80	19 30	14 77	1.895	27 99
Southbridge, . .	49 48	7 29	56 77	13 98	8 01	.909	7 29
South Hadley, .	4,290 95	563 24	4,854 19	179 32	109 96	5.122	256 10
Spencer, . . .	270 74	114 28	385 02	42 44	71 38	1.601	80 05
Sterling, . . .	890 17	16 34	906 51	84 17	8 38	1.949	16 34
Stockbridge, . .	3 53	37 65	41 18	61 46	68 57	.549	27 45
Stoneham, . . .	776 74	385 21	1,161 95	111 29	243 49	1.582	79 10
Stoughton, . .	258 21	173 26	431 47	65 97	52 45	3.303	165 15
Sturbridge, . .	295 12	99 97	395 09	67 53	72 49	1.379	68 95
Sudbury, . . .	1,101 59	490 82	1,592 41	58 95	95 97	5.114	255 70
Sunderland, . .	309 20	53 45	362 65	103 31	47 05	1.136	53 45
Sutton, ...	603 74	45 49	649 23	61 71	19 94	2.281	45 49
Swampscott, . .	1,789 04	350 72	2,139 76	197 57	235 38	1.490	74 50
Swansea, . . .	48 50	49 23	97 73	29 43	19 26	2.556	49 23
Taunton, . . .	1,400 90	279 25	1,680 15	69 42	69 63	4.010	200 50

Table showing the Amounts expended for Repairs, etc. — Continued.

TOWN OR CITY.	Expended to 1906.	Expended in 1906.	Totals.	Total Cost per Mile per Year.	Expended per Mile in 1906.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Templeton, . .	\$548 53	\$139 09	\$687 62	\$69 31	\$53 72	2.589	\$129 45
Tewksbury, . .	447 06	136 54	583 60	33 46	23 40	5.483	136 54
Tisbury, . .	1,407 65	133 42	1,541 07	70 46	69 09	1.931	96 55
Townsend, . .	1,279 26	186 33	1,465 59	53 10	39 80	4.681	186 33
Truro, . .	1,501 99	483 57	1,985 56	109 15	153 02	3.160	158 00
Tyngsborough, .	1,398 42	1,858 98	3,257 40	117 25	631 87	2.942	147 10
Uxbridge, . .	664 55	62 97	727 52	52 41	28 93	2.176	62 97
Wales, . .	207 52	41 17	248 69	55 14	39 58	1.040	41 17
Walpole, . .	1,766 72	662 04	2,428 76	61 28	145 88	4.538	226 90
Ware, . .	704 47	242 35	946 82	68 25	106 20	2.282	114 10
Wareham, . .	1,087 65	253 74	1,341 39	73 30	54 54	4.652	232 60
Warren, . .	2,034 07	390 07	2,424 14	97 98	118 20	3.300	165 00
Watertown, . .	1,709 01	202 71	1,911 72	221 26	238 48	.850	42 50
Wayland, . .	960 57	361 92	1,322 49	82 60	140 22	2.581	129 05
Wellesley, . .	112 08	107 09	219 17	35 92	91 06	1.176	58 80
Wellfleet, . .	886 18	334 69	1,220 87	126 25	79 10	4.231	211 55
Wenham, . .	566 60	293 94	860 54	85 70	167 58	1.754	87 70
Westborough, .	280 73	27 31	308 04	34 41	12 57	2.172	27 31
West Boylston, .	1,291 96	92 33	1,384 29	110 39	59 45	1.553	77 65
West Bridgewater, .	505 31	119 71	625 02	45 48	37 88	3.160	119 71
West Brookfield, .	402 22	232 30	634 52	58 32	86 84	2.675	133 75
Westfield, . .	5,908 42	375 16	6,283 58	139 91	64 62	5.805	290 25
Westford, . .	623 65	273 28	896 93	73 51	84 18	3.246	162 30
Westminster, .	4,569 56	570 80	5,140 36	158 89	108 78	5.247	262 35
West Newbury, .	3,789 59	275 58	4,065 17	180 59	74 12	3.718	185 90
Weston, . .	1,091 97	294 14	1,386 11	62 86	93 31	3.152	157 60
Westport, . .	5,271 63	4,211 91	9,483 54	229 01	990 10	4.254	212 70
West Springfield, .	1,185 00	6 96	1,191 96	100 58	3 64	1.911	6 96
West Tisbury, .	1,327 87	229 33	1,557 20	47 48	42 88	5.348	229 33
Westwood, . .	418 02	93 82	511 84	76 96	89 60	1.047	52 35
Weymouth, . .	1,066 00	390 49	1,456 49	62 64	81 38	4.798	239 90
Whately, . .	328 63	143 98	472 61	38 39	39 90	3.608	143 98
Whitman, . .	1,005 83	138 24	1,144 07	63 31	81 46	1.697	84 85
Wilbraham, . .	1,527 15	329 62	1,856 77	66 07	68 44	4.816	240 80

Table showing the Amounts expended for Repairs, etc. — Concluded.

TOWN OR CITY.	Expended to 1906.	Expended in 1906.	Totals.	Total Cost per Mile per Year.	Expended per Mile in 1906.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Williamsburg, .	\$1,093 69	\$183 26	\$1,276 95	\$75 64	\$69 07	2.653	\$132 65
Williamstown, .	5,363 36	292 99	5,656 35	323 58	150 17	1.951	97 55
Winchester, .	1,504 51	719 27	2,223 78	173 46	368 47	1.952	97 60
Windsor, .	320 50	128 48	448 98	90 88	130 04	.988	49 40
Woburn, .	856 07	660 40	1,516 47	157 14	324 84	2.033	101 65
Worcester, .	5,730 52	378 31	6,108 83	252 95	85 20	4.440	222 00
Wrentham, .	1,628 73	197 82	1,826 55	43 34	48 34	4.092	197 82
Yarmouth (north), .	2,322 07	255 60	2,577 67	67 88	68 78	3.716	185 50
Yarmouth (south), .	4,828 18	359 43	5,187 61	107 20	70 72	5.082	254 10
Totals, .	\$352,194 71	\$68,382 28	\$420,576 99	—	—	633.037	\$27,531 22

APPENDIX G.

STATEMENT SHOWING THE NUMBER OF PETITIONS RECEIVED
AND THE LENGTH OF WAY PETITIONED FOR, THE LAY-
OUTS MADE AND THEIR LENGTH AND DISTRIBUTION IN THE
VARIOUS COUNTIES OF THE COMMONWEALTH.

COUNTIES.	PETITIONS RECEIVED.				PETITIONS SITUATED IN —			LAY-OUTS MADE IN —			Number of Lay-outs.
	County.	City.	Town.	Totals.	Cities.	Towns.	Totals.	Cities.	Towns.	Totals.	
Barnstable, ...	—	—	40	40	—	15	15	—	14	14	85
Berkshire, ...	15	6	48	69	2	26	28	2	14	16	76
Bristol, ...	2	6	41	49	2	17	19	1	16	17	77
Dukes, ...	2	—	5	7	—	5	5	—	5	5	22
Essex, ...	3	18	50	71	7	25	32	7	16	23	87
Franklin, ...	1	—	54	55	—	17	17	—	13	13	71
Hampden, ...	4	3	27	34	3	17	20	1	11	12	68
Hampshire, ...	1	4	42	47	1	17	18	1	12	13	62
Middlesex, ...	12	18	83	113	7	42	49	5	29	34	130
Nantucket, ...	—	—	1	1	—	1	1	—	1	1	12
Norfolk, ...	2	3	44	49	1	24	25	1	19	20	73
Plymouth, ...	—	5	55	60	1	24	25	1	18	19	96
Suffolk, ...	—	1	6	7	1	2	3	1	1	2	6
Worcester, ...	—	7	128	135	2	54	56	2	41	43	197
Totals, ...	42	71	624	737	27	286	313	22	210	232	1,062

NUMBER OF PETITIONS RECEIVED, ETC. — *Concluded.*

COUNTIES.	LENGTHS PETITIONED FOR.		LENGTHS LAID OUT					
			1894-1905.		1906.		TOTALS.	
	Feet.	Miles.	Feet.	Miles.	Feet.	Miles.	Feet.	Miles.
Barnstable, ...	647,711	122.67	373,952	70.83	20,232	3.83	394,184	74.66
Berkshire, ...	678,287	128.46	208,436	39.48	44,299	8.39	252,735	47.87
Bristol, ...	762,260	144.37	247,941	46.96	21,748	4.12	269,689	51.08
Dukes, ...	121,043	22.92	69,699	13.20	8,802	1.67	78,501	14.87
Essex, ...	1,018,250	192.85	238,710	45.21	17,136	3.25	255,846	48.45
Franklin, ...	593,139	112.34	171,535	32.49	11,266	2.13	182,801	34.62
Hampden, ...	566,270	107.25	199,077	37.70	14,292	2.71	213,369	40.41
Hampshire, ...	496,368	94.01	149,653	28.34	12,385	2.35	162,038	30.69
Middlesex, ...	1,482,539	280.78	459,195	86.97	26,399	5.00	485,594	91.97
Nantucket, ...	34,185	6.47	34,211	6.48	—	—	34,211	6.48
Norfolk, ...	627,517	118.85	228,744	43.32	9,320	1.76	238,064	45.09
Plymouth, ...	979,890	185.59	335,194	63.48	37,341	7.07	372,535	70.55
Suffolk, ...	56,375	10.68	11,644	2.21	—	—	11,644	2.21
Worcester, ...	1,712,999	324.43	558,523	105.78	29,801	5.64	588,324	111.42
Totals, ...	9,776,833	1,851.67	3,286,514	622.45	253,021	47.92	3,539,535	670.37

APPENDIX H.

SHOWING THE WORK DONE UNDER THE "SMALL TOWN" ACT SINCE ITS PASSAGE IN 1900.
 [Section 17, chapter 47, Revised Laws.]

TOWNS.	ALLOTMENTS. ¹			LENGTHS BUILT (FEET).			Types of Roads.
	Previous to 1906.	In 1906.	Total to Nov. 30, 1906.	Previous to 1906.	In 1906.	Total to Nov. 30, 1906.	
<i>Barnstable County.</i>							
Eastham, ...	\$196 00	-	\$196 00	1,150	-	1,150	Graded only.
Provincetown, ...	1,300 00	² \$1,257 56	³ 2,557 56	² 5,280	-	5,280	Macadam.
Wellfleet, ...	1,653 00	-	1,653 00	2,250	-	2,250	Broken stone and clay.
<i>Berkshire County.</i>							
Alford, ...	\$3,149 00	\$1,257 56	\$4,406 56	8,680	-	8,680	
Egremont, ...	\$677 00	-	\$677 00	2,928	-	2,928	Gravel.
Florida, ...	1,916 00	-	1,916 00	4,256	-	4,256	Gravel.
Lanesborough, ...	1,648 00	\$488 00	2,136 00	3,100	600	3,700	Gravel.
Monterey, ...	1,474 00	⁴ 528 00	2,002 00	4,614	-	4,614	Gravel road and 15-foot steel-concrete bridge.
Mount Washington, ...	1,312 00	-	1,312 00	9,620	-	9,620	Gravel.
New Ashford, ...	767 00	-	767 00	1,000	-	1,000	Gravel road and bridge repairs.
	325 00	120 00	445 00	1,100	² 1,500	2,600	Gravel road and culvert repairs.

New Marlborough,	.	.	.	3,372 00	1,056 00	4,328 00	12,600	2,250	14,850	Gravel.
Otis,	.	.	.	1,768 00	—	1,768 00	6,200	—	6,200	Gravel road and culvert repairs.
Peru,	.	.	.	1,079 00	⁴ 312 00	1,391 00	6,105	—	6,105	Gravel.
Sandisfield,	.	.	.	3,288 00	804 00	⁵ 4,092 00	8,265	1,943	10,208	Macadam.
Savoy,	.	.	.	2,364 00	616 00	2,980 00	6,000	1,250	7,250	Gravel.
Sheffield,	.	.	.	3,088 00	1,000 00	4,088 00	7,132	1,400	8,532	Grading and gravel.
Tyringham,	.	.	.	1,274 00	443 00	1,717 00	2,890	700	3,590	Grading and macadam.
Washington,	.	.	.	1,788 00	—	1,788 00	4,620	—	4,620	Grading and gravel.
West Stockbridge,	.	.	.	1,732 00	700 00	2,432 00	4,200	1,450	5,650	Gravel.
<i>Bristol County.</i>										
Easton,	.	.	.	\$4,000 00	⁴ \$4,000 00	³ \$8,000 00	—	⁶ 14,700	14,700	Macadam.
Norton,	.	.	.	2,200 00	—	2,200 00	3,750	—	3,750	Macadam.
<i>Essex County.</i>										
Danvers,	.	.	.	\$6,200 00	\$4,000 00	\$10,200 00	3,750	14,700	18,450	Gravel.
Essex,	.	.	.	—	—	\$3,000 00	4,000	—	4,000	Gravel.
Georgetown,	.	.	.	1,350 00	—	³ 1,350 00	5,687	—	5,687	Gravel and macadam.
Middleton,	.	.	.	1,730 00	514 00	2,244 00	3,600	² 3,100	6,700	Gravel.
Salisbury,	.	.	.	1,948 00	—	1,948 00	2,150	—	2,150	Macadam.
Topsfield,	.	.	.	2,434 00	—	2,434 00	7,625	—	7,625	Gravel.
				\$10,512 00	\$930 00	\$11,442 00	23,062	3,100	26,162	

¹ In many instances the towns have contributed sums in addition to the allotments of the commission, thus making it possible to improve a greater length of road. The lengths shown as built represent the total length improved with all the money available.

² Built with 1905 allotment.

³ Work not yet begun.

⁴ Built with 1905 allotment.

⁵ Work begun but not completed.

⁶ Town contributed \$2,000.

WORK DONE UNDER THE "SMALL TOWN" ACT — Continued.

TOWNS.	ALLOTMENTS. ¹			LENGTHS BUILT (FEET).			Types of Roads.
	Previous to 1906.	In 1906.	Total to Nov. 30, 1906.	Previous to 1906.	In 1906.	Total to Nov. 30, 1906.	
<i>Franklin County.</i>							
Bernardston, ...	\$809 00	² \$456 00	\$1,265 00	5,800	—	5,800	Gravel.
Conway, ...	3,252 00	—	3,252 00	5,800	—	5,800	Gravel.
Gill, ...	1,439 00	—	1,439 00	5,200	—	5,200	Gravel road and bridge repairs.
Hawley, ...	1,397 00	—	1,397 00	4,400	—	4,400	Grading and gravel.
Heath, ...	1,031 00	² 384 00	1,415 00	2,250	—	2,250	Gravel.
Leverett, ...	2,008 00	480 00	2,488 00	4,774	1,100	5,874	Gravel.
Leyden, ...	1,909 00	—	³ 1,909 00	8,600	—	8,600	Gravel.
Monroe, ...	1,328 00	—	1,328 00	3,000	⁴ 700	3,700	Gravel.
New Salem, ...	1,452 00	608 00	2,060 00	1,980	—	1,980	Gravel.
Rowe, ...	1,263 00	440 00	1,703 00	3,700	900	4,600	Gravel.
Shutesbury, ...	1,190 00	344 00	1,534 00	4,100	1,000	5,100	Gravel.
Warwick, ...	1,999 00	728 00	2,727 00	2,100	⁵ 2,350	4,450	Gravel.
Wendell, ...	2,650 00	⁶ 736 00	3,386 00	5,800	—	5,800	Grading and gravel.
	\$21,727 00	\$4,176 00	\$25,903 00	57,504	6,050	63,554	
<i>Hampden County.</i>							
Blandford, ...	\$3,444 00	—	\$3,444 00	8,400	—	8,400	Grading and gravel.
East Longmeadow, ...	680 00	—	680 00	2,850	—	2,850	Gravel.
Granville, ...	3,423 00	⁶ \$300 00	4,223 00	5,997	—	5,997	Grading and gravel.

	1,480 00	528 00	7 2,008 00	22,545	2,720	25,265	Gravel.
Hampden, ...	1,480 00	528 00	7 2,008 00	22,545	2,720	25,265	Gravel.
Holland, ...	—	^a 164 00	164 00	—	—	—	—
Longmeadow, ...	1,200 00	—	⁸ 1,200 00	1,425	—	1,425	Macadam and 128 feet concrete culvert.
Montgomery, ...	808 00	—	808 00	1,750	—	1,750	Gravel.
Southwick, ...	600 00	640 00	1,240 00	1,600	1,850	3,450	Gravel.
Tolland, ...	1,645 00	—	1,645 00	3,000	—	3,000	Grading and 40 feet concrete culvert.
<i>Hampshire County.</i>							
Chesterfield, ...	\$13,280 00	\$2,132 00	\$15,412 00	47,567	4,570	52,137	
Cummington, ...	1,540 00	\$580 00	\$2,120 00	1,750	975	2,725	Gravel.
Enfield, ...	1,964 00	539 00	2,503 00	5,300	1,295	6,595	Gravel.
Greenwich, ...	600 00	600 00	⁹ 1,200 00	2,450	3,110	5,560	Gravel.
Middlefield, ...	480 00	⁶ 248 00	728 00	700	—	700	Gravel.
Pelham, ...	¹⁰ 800 00	—	800 00	1,800	—	1,800	Gravel.
Plainfield, ...	¹¹ 1,572 00	—	1,572 00	1,650	—	1,650	Gravel.
Prescott, ...	1,300 00	² 340 00	1,640 00	1,883	—	1,883	Gravel road and underdrains.
Westhampton, ...	1,366 00	—	1,366 00	2,330	—	2,330	Grading and gravel.
Worthington, ...	1,611 00	476 00	¹² 2,087 00	5,378	2,635	8,013	Gravel.
	2,733 00	—	2,733 00	5,000	—	5,000	Gravel.
	\$13,966 00	\$2,783 00	\$16,749 00	28,241	8,015	36,256	

¹ See note on page 91.

² Work begun but not completed. ⁶ Work not yet begun.

	Work begun but not completed.	Work not yet begun.
3	Town contributed \$1 396	7 Town contributed \$1 750

4 Built with 1905 allotment

5 Built with 1905 and 1906 allotments.

Work not yet begun.

7 Town contributed \$1 750

Town contributed \$1,750.

⁹ Town contributed \$600.

10 Includes \$400 not yet contracted for.

11 Includes \$800 contracted for and under which work has been begun but not completed.

12 Town contributed \$1,360

WORK DONE UNDER THE "SMALL TOWN" ACT — Continued.

TOWNS.	ALLOTMENTS. ¹			LENGTHS BUILT (FEET).			Types of Roads.
	Previous to 1906.	In 1906.	Total to Nov. 30, 1906.	Previous to 1906.	In 1906.	Total to Nov. 30, 1906.	
<i>Middlesex County.</i>							
Ayer,	\$2,000 00	2 \$1,000 00	2 \$3,000 00	8,600	-	8,600	Gravel.
Billerica,	3,484 00	-	3 3,484 00	4,700	-	4,700	Macadam.
Carlisle,	4 456 00	-	5 456 00	-	-	-	Gravel.
Dunstable,	325 00	2 341 00	666 00	2,100	-	2,100	Gravel.
Hudson,	3,000 00	-	3,000 00	10,857	-	10,857	Graded only.
Littleton,	-	112 00	3 112 00	-	442	442	Gravel.
Maynard,	6,263 17	1,620 72	3 7,883 89	10,983	2,450	13,433	Grading, macadam and bridge repairs.
Pepperell,	-	2 1,000 00	3 1,000 00	-	-	-	-
Sherborn,	2,652 00	906 00	3,558 00	9,600	3,600	13,200	Gravel.
Shirley,	1,994 00	4 910 00	2,904 00	6,950	-	6,950	Gravel.
Stow,	1,805 00	2 700 00	2,505 00	4,900	-	4,900	Gravel.
Wakefield,	-	3,000 00	3 3,000 00	-	4,100	4,100	Macadam.
Westford,	2,366 30	-	6 2,366 30	5,400	-	5,400	Gravel.
	\$24,345 47	\$9,589 72	\$33,935 19	64,090	10,592	74,682	
<i>Norfolk County.</i>							
Avon,	\$1,753 00	-	\$1,753 00	6,630	-	6,630	Gravel and macadam.
Bellingham,	1,412 00	-	1,412 00	2,750	-	2,750	Macadam.

Medway,	.	.	.	.	.	1,980 00	\$1,000 00	3 2,980 00	2,800	7 4,800	7,600	Macadam.
Millis,	.	.	.	.	.	1,008 00	2 508 00	1,516 00	2,700	-	2,700	Gravel.
<i>Plymouth County.</i>												
Carver,	.	.	.	.	.	\$6,153 00	\$1,508 00	\$7,661 00	14,880	4,800	19,680	
East Bridgewater,	.	.	.	.	.	\$5,232 00	4 \$1,500 00	3 \$6,732 00	16,735	-	16,735	Macadam.
Halifax,	.	.	.	.	.	3,442 87	8 700 00	3 4,142 87	6,250	-	6,250	Macadam.
Hanover,	.	.	.	.	.	1,360 00	-	1,360 00	3,750	-	3,750	Macadam.
Hanson,	.	.	.	.	.	2,368 00	-	3 2,368 00	2,827	-	2,827	Macadam.
Lakeville,	.	.	.	.	.	4,486 00	1,106 00	10 5,592 00	8,304	7 7,250	15,554	Macadam.
Norwell,	.	.	.	.	.	700 00	-	700 00	2,640	-	2,640	Macadam.
Pembroke,	.	.	.	.	.	2,080 00	-	11 2,080 00	8,980	-	8,980	Gravel.
Plympton,	.	.	.	.	.	2,848 00	-	2,848 00	20,471	-	20,471	Gravel.
Rochester,	.	.	.	.	.	1,430 00	-	1,430 00	9,878	-	9,878	Gravel.
	.	.	.	.	.	4,500 00	-	4,500 00	19,027	-	19,027	Macadam.
<i>Worcester County.</i>												
Ashburnham,	.	.	.	.	.	\$28,446 87	\$3,306 00	\$31,752 87	98,912	7,250	106,162	
Berlin,	.	.	.	.	.	\$2,044 00	-	\$2,044 00	3,160	-	3,160	Gravel.
Bolton,	.	.	.	.	.	2,424 00	-	12 2,424 00	7,025	-	7,025	Gravel.
Boylston,	.	.	.	.	.	2,138 00	4 \$496 00	2,634 00	9,925	-	9,925	Gravel.
	.	.	.	.	.	1,040 00	2 520 00	1,560 00	2,100	-	2,100	Gravel.

¹ See note on page 91.
² Work not yet begun.
³ The town contributed an equal amount.
⁴ Work begun but not completed.
⁵ Town contributed \$2,000.
⁶ Town contributed \$966.30.
⁷ Built with 1905 and 1906 allotments.
⁸ Expended for surfacing 2,950 feet of road previously graded.
⁹ Includes a balance of \$319.18 not yet contracted for.
¹⁰ Town contributed \$3,564.
¹¹ Town contributed \$3,389.
¹² Town contributed \$1,500.

WORK DONE UNDER THE "SMALL TOWN" ACT — *Concluded.*

TOWNS.	ALLOTMENTS. ¹			LENGTHS BUILT (FEET).			Types of Roads.
	Previous to 1906.	In 1906.	Total to Nov. 30, 1906.	Previous to 1906.	In 1906.	Total to Nov. 30, 1906.	
<i>Worcester County — Concluded.</i>							
Brookfield, ...	—	\$900 00	² \$900 00	—	2,500	2,500	Macadam.
Dana, ...	³ \$703 00	—	703 00	2,900	—	2,900	Gravel.
Hubbardston, ...	2,280 00	³ 805 00	⁴ 3,085 00	5,650	—	5,650	Gravel.
Mendon, ...	2,464 00	—	2,464 00	12,925	—	12,925	Gravel.
Oakham, ...	1,352 00	536 00	1,888 00	4,780	1,100	5,880	Gravel and macadam.
Petersham, ...	3,960 00	—	3,960 00	6,135	—	6,135	Gravel.
Rutland, ...	1,804 00	—	1,804 00	2,581	—	2,581	Gravel and macadam.
Winchendon, ...	4,000 00	—	⁵ 4,000 00	9,210	—	9,210	Gravel.
	\$24,275 00	\$3,257 00	\$27,532 00	66,391	3,600	69,991	

¹ See note on page 91.² Town contributed \$2,400.³ Work begun but not completed.⁴ Town contributed \$2,000.⁵ The town contributed an equal amount.

SUMMARY.

COUNTIES.	ALLOTMENTS.			LENGTHS BUILT (FEET).		
	Previous to 1906.	In 1906.	Total to Nov. 30, 1906.	Previous to 1906.	In 1906.	Total to Nov. 30, 1906.
Barnstable,	\$3,149 00	\$1,257 56	\$4,406 56	8,680	-	8,680
Berkshire,	27,772 00	6,067 00	33,839 00	84,630	11,093	95,723
Bristol,	6,200 00	4,080 00	10,280 00	3,750	14,700	18,450
Essex,	10,512 00	930 00	11,442 00	23,062	3,100	26,162
Franklin,	21,727 00	4,176 00	25,903 00	57,504	6,050	63,554
Hampden,	13,280 00	2,132 00	15,412 00	47,567	4,570	52,137
Hampshire,	13,966 00	2,783 00	16,749 00	28,241	8,015	36,256
Middlesex,	24,345 47	9,589 72	33,935 19	64,090	10,592	74,682
Norfolk,	6,153 00	1,508 00	7,661 00	14,880	4,800	19,680
Plymouth,	28,446 87	3,306 00	31,752 87	98,012	7,250	105,162
Worcester,	24,275 00	3,257 00	27,532 00	66,391	3,600	69,991
Totals,	\$179,826 34	\$39,006 28	\$218,832 62	497,707	73,770	571,477

APPENDIX I.

REPORT OF FORESTER.

CLINTON, MASS., Dec. 13, 1906.

To the Massachusetts Highway Commission.

GENTLEMEN:—The year just closing has been a favorable one for the planting of shade trees. The loss among those planted in the spring was very small. Our planting in Brewster of 534 trees was remarkable in the fact that but 1-tree died and all made a good growth.

The trees planted in the nursery were the most successful of any we have had, so that those set out this fall are likely to succeed, as they were supplied with an abundance of fibrous roots. Had the 1905 trees had the same conditions, our cost of maintenance would have been lessened, but the effect of the very dry season of last year still manifested itself this year; after this there will probably be little trouble from that source.

The dying back among the soft wooded trees was due to the very unusual warm weather of last January, which started the sap, and the trees were not sufficiently established to withstand the severe freezing that followed. These trees were cut back in the early summer, and the result was a vigorous growth from the roots that will soon make a good showing.

The spraying of the trees on the Cape was very successful in Dennis and Brewster in keeping down the fall web worm, which was so plenty last year. In some sections on the Cape the elm-leaf beetles are at work, but they can be easily kept in check by spraying, and as we now have an outfit there, the expense is very light.

One of the encouraging features of the work is the interest which individuals are showing in the State trees, and the example that they are following in setting out trees on other roads. They are also thinning out the native growth and allowing selected trees to



NORWAY MAPLES IN STATE NURSERY—SUMMER OF 1906.

remain. The result of their co-operation with the commission in their efforts will make the roads of our State still more attractive.

The conditions at the nursery are very much improved by an increased fertility of the soil, together with a good water supply.

New trees planted in 1906,	2,511
Total planted in last three years,	9,657
Trees replaced in 1906,	1,011
Trees on hand in nursery,	924
Small trees on hand in nursery,	1,129

Ground was prepared this fall for 365 trees that are to be planted in the spring.

The cost of planting the new trees this year, including the cost of tree and every expense connected therewith, has been \$1.10 each. The cost of the maintenance of trees planted previous to this year has been \$0.16 per tree, and including the cost of replaced trees, \$0.20.

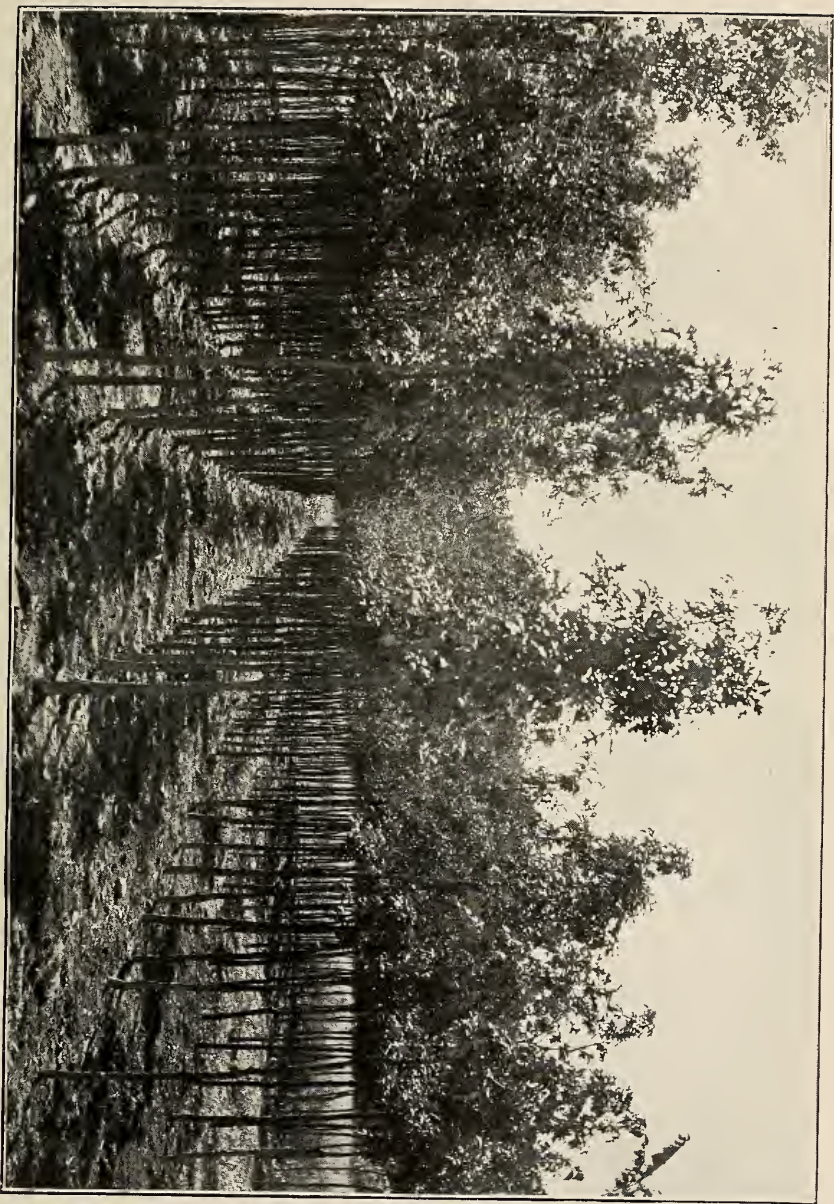
Respectfully submitted,

E. W. BREED.

SHOWING THE VARIETIES AND DISTRIBUTION OF SHADE TREES PLANTED IN 1906.

Replaced.

CITY OR TOWN.	Elm.	Norway Maple.	Sugar Maple.	White Maple.	Golden Willow.	Laurel-leaved Willow.	Pin Oak.	White Ash.	Green Ash.	Carolina Poplar.	White Poplar.	Lombardy Poplar.	Plane.	Totals.
Ashby.	2	31	20	11	-	-	28	-	-	-	-	-	-	92
Athol.	5	-	-	6	-	-	-	-	-	-	-	-	-	11
Andover.	-	-	-	10	-	4	-	-	-	-	-	-	-	10
Auburn.	10	34	-	7	-	-	-	-	-	3	-	-	-	58
Brewster.	18	16	-	-	-	-	7	-	-	-	-	-	-	43
Brookfield.	-	55	-	-	-	-	-	-	2	-	-	-	-	55
Dennis.	6	2	-	-	-	-	-	-	-	-	-	-	-	16
Fitchburg.	15	20	15	3	-	6	4	-	-	-	3	-	-	63
Gardner.	39	12	-	-	-	-	-	-	-	9	-	-	-	60
Leicester.	1	8	-	1	-	-	1	-	-	-	-	-	-	10
Lee.	7	1	-	-	-	-	-	-	-	-	-	-	-	2
Lenox.	1	26	-	-	-	-	-	-	-	-	-	-	-	33
Natick.	3	14	-	-	-	2	-	-	-	1	-	-	5	26
Norfolk.	2	-	-	-	-	-	-	-	-	-	-	-	-	3
Norwood.	16	8	-	-	-	-	-	-	-	-	-	-	-	24
Orange.	3	12	-	-	-	-	-	4	-	-	-	-	-	19
Pittsfield.	4	11	-	-	-	-	-	-	-	-	-	-	-	15
Princeton.	27	27	-	-	-	4	-	-	-	-	-	-	-	33
Richmond.	2	67	39	-	7	-	-	-	-	-	-	-	-	113
Spencer.	-	1	-	-	-	-	-	-	-	-	-	-	-	9
Templeton.	14	32	-	-	-	2	8	-	-	-	-	-	-	48
Townsend.	21	4	14	-	-	-	13	-	-	-	-	3	6	61
Walpole.	12	-	-	-	-	-	18	-	-	1	-	-	-	30
Wellesley.	-	9	-	-	-	-	-	-	-	-	-	-	-	10
West Brookfield.	-	16	-	-	-	-	-	-	-	-	-	-	-	16
Westfield.	33	61	-	-	-	-	-	-	-	-	-	-	-	94
Westminster.	9	17	-	-	-	1	4	-	-	-	-	-	-	31
Wrentham.	1	16	-	-	7	-	-	-	-	2	-	-	-	26
Totals.	223	500	88	38	14	19	88	4	2	18	3	3	11	1,011



PIN OAKS IN STATE NURSERY—SUMMER OF 1906.

SHOWING THE VARIETIES AND DISTRIBUTION OF SHADE TREES PLANTED IN 1906 — *Concluded.*
New Planting.

CITY OR TOWN.	Elm.	Norway Maple.	Sugar Maple.	Golden Willow.	Laurel-leaved Willow.	Pin Oak.	White Ash.	Green Ash.	Carolina Poplar.	Linden.	Totals.
Adams, ...	4	—	—	—	23	—	—	—	—	—	27
Athol, ...	106	—	—	20	—	—	20	—	—	—	146
Brewster, ...	346	75	—	9	—	6	—	—	—	—	534
Cheshire, ...	87	54	—	28	—	—	22	98	—	—	191
Dennis, ...	20	—	—	—	—	—	—	—	—	—	45
Hancock, ...	—	110	—	—	—	25	—	—	—	—	149
Hinsdale, ...	51	—	—	13	—	—	—	—	—	—	64
North Adams (south), ...	69	38	—	4	—	—	9	—	—	15	135
North Adams (west), ...	92	33	—	2	—	—	—	—	—	—	132
Orange, ...	118	48	35	27	—	—	42	—	5	—	275
Orleans, ...	80	14	—	14	—	—	—	—	—	—	94
Pittsfield (west), ...	32	224	—	8	—	—	—	—	—	—	264
Stockbridge, ...	5	16	—	21	—	—	—	—	—	—	42
Warren, ...	57	—	—	54	12	—	27	—	—	—	150
West Brookfield, ...	—	—	—	—	—	—	55	—	—	—	55
Williamstown, ...	59	11	—	—	—	—	—	—	—	—	70
Totals, ...	1,126	614	35	228	35	180	175	98	5	15	2,511

On hand: white maple, 280; ash-leaved maple, 178; laurel-leaved willow, 48; pin oak, 90; white ash, 17; oriental plane, 182; black locusts, 50; linden, 79. Small trees on hand: white maple, 138; pin oak, 592; willow, in variety, 385; white poplar, 14.

APPENDIX J.

APPROPRIATIONS.

Appropriations for the Construction and Repair of State Highways.

1894, chapter 497, section 8, ...	\$300,000 00
1895, chapter 347, section 3, ...	400,000 00
1896, chapter 481, section 3, ...	600,000 00
1897, chapter 340, section 1, ...	800,000 00
1898, chapter 539, section 1, ...	400,000 00
1899, chapter 396, section 1, ...	500,000 00
1900, chapter 442, section 1, ...	500,000 00
1901, chapter 269, section 1, ...	500,000 00
1902, chapter 246, section 1, ...	500,000 00
1903, chapter 280, section 1, ...	¹ 2,250,000 00
Total, ...	\$6,750,000 00

Appropriations for the Salaries and Expenses of the Commission, paid from the Treasury of the Commonwealth.

1898, chapter 497, section 1, ...	\$14,300 00
1899, chapter 367, section 1, ...	28,500 00
1900, chapter 141, section 1, ...	28,500 00
1901, chapter 451, section 1, ...	33,750 00
1902, chapter 67, section 1, ...	33,750 00
1903, chapters 14 and 485, section 1, ...	² 43,950 00
1904, chapters 19 and 461, section 1, ...	² 39,300 00
1905, chapters 36, 431 and 480, section 1, ...	² 46,150 00
1906, chapters 36 and 140, section 1, ...	² 49,514 14

Appropriations for Maintenance, paid from the Treasury of the Commonwealth.

1903, chapter 280, section 2, ...	\$40,000 00
1904, chapter 316, section 1, ...	50,000 00
1905, chapter 36, section 1, ...	60,000 00
1906, chapter 36, section 1, ...	64,166 66

¹ To cover expenses of construction for a period of five years.² Includes expenses of automobile department.

PART II.

FIRST ANNUAL REPORT

OF THE

MASSACHUSETTS HIGHWAY COMMISSION,

FOR THE

FISCAL YEAR ENDING NOVEMBER 30, 1906,

ON

COMPANIES ENGAGED IN THE TRANSMISSION OF
INTELLIGENCE BY ELECTRICITY.

CHAPTER 433, ACTS OF 1906.

ANNUAL REPORT OF THE MASSACHUSETTS HIGHWAY COMMISSION CONCERNING COM- PANIES ENGAGED IN THE TRANSMISSION OF INTELLIGENCE BY ELECTRICITY.

In accordance with the provisions of chapter 433 of the Acts of 1906, the commission, in July, assumed its supervisory duties over the companies engaged in this Commonwealth in the transmission of intelligence by electricity.

Inasmuch as under the law the first annual returns of the several companies are not required to be made before Oct. 1, 1907, the commission has not deemed it wise to make any special effort to include statistics in detail in this report concerning the capital, volume of business or physical plant of the companies. It is the intention to report, in a general way only, the names of the companies engaged in the business and the extent of their service to the people of the Commonwealth. Such statistics were obtained from the files of the Secretary of the Commonwealth, from the reports of the companies to their stockholders, and by correspondence with the officials of the companies and with the officials of each city and town in the Commonwealth.

The act before referred to requires the Tax Commissioner to assess each year upon each company its proportionate share of the sum appropriated by the Legislature for the expenses of the commission, said assessment to be based upon the gross earnings of the company in the Commonwealth. At the request of the Tax Commissioner, the commission furnished to him schedules of the gross earnings of the several companies, made from the sworn statements of the principal officials of the companies. A copy of these schedules will be found in Appendix A.

In the following discussion it has been deemed best to treat the telephone companies and the telegraph companies separately.

TELEPHONE COMPANIES.

Few of those who daily use the telephone realize the important part it now plays in the business and social life of the State and nation, or understand how rapid has been its growth.

The fact that human speech could be transmitted over a wire was first announced by Prof. Alexander Graham Bell in 1876. The first telephone exchange was established in New Haven, Conn., in 1878. In the early part of 1880 there were 61,000 telephones in use.

The telephone plant and business of the United States in 1902, according to the special census of that year, was as follows:—

Summary of All Telephone Systems.

Miles of wire, ...	4,850,486
Number of subscribers, ...	2,178,366
Number of telephones of all kinds, ...	2,315,297
Number of public exchanges, ...	10,361
Number of employees, ...	78,752
Number of messages or talks, ...	5,070,554,553
Capital stock authorized, par value, ...	\$384,534,066
Total revenue, ...	86,825,536
Operating expenses and fixed charges, ...	65,164,771
Dividends, ...	14,982,719
Net surplus, ...	6,678,046
Total assets, ...	452,172,546
Total capital stock and outstanding bonds, par value, ...	348,031,058

It will be noted, in studying these returns, that during the twenty-six years between 1876 and 1902 the telephone was introduced and had grown so as to have 4,850,486 miles of wire, 2,315,297 instruments were in use, assets of the companies to the value of \$452,172,546 had accumulated, and over 5,000,000,000 messages were sent over the wires during the last year of the period.

Massachusetts has not been behind the other States of the Union in introducing and using the telephone, as is shown by these same census returns.

The number of miles of wire in 1902 per station (or subscriber) for the United States was 2.15, for Massachusetts 2.67. The number of local messages per station per day for the United

States was 6.7, for Massachusetts 5.5. The number of long-distance messages per station per year for the United States was 53.9, for Massachusetts 101.7. The number of stations per switch board for the United States was 224, for Massachusetts 411.

A study of the above analysis shows that the length of wire per station was 24 per cent. greater in Massachusetts than the average for the United States; that the number of stations per switch board was 83 per cent. greater; and that the number of long-distance messages was 89 per cent. greater. The number of local messages per station was 18 per cent. less in Massachusetts than the average of the United States.

From the greater length of line per subscriber, it is apparent that the telephone lines were more widely diffused in Massachusetts than the average. While the local messages were less than the average, the long-distance messages were much in excess, and it would seem that the business interests fully appreciate the importance of the speed and certainty of this means of communication.

The exact census of telephones for the present year is not taken. The returns called for by chapter 433 of the Acts of 1906 will not be made until next year; hence, the figures showing growth are not available. But it can be stated, with a reasonable degree of certainty, that the growth since 1902 has been even greater than it was for any previous period of four years.

At the present time there are only 6 towns in the Commonwealth without telephone service. The population of these towns is 1,095, out of a total population of 3,003,680.

The New England Telephone and Telegraph Company, including the Southern Massachusetts Telephone Company, which it owns, and the Providence Telephone Company of Massachusetts have public pay stations or subscribers in all but 12 of the municipalities of the State. The population thus served is 2,999,290. These companies are allied with the American Telephone and Telegraph Company, which owns a controlling interest in the stock of the companies and generally dictates their policy.

The Providence Telephone Company of Massachusetts serves the towns of Attleborough, Blackstone, North Attleborough,

Plainville and Seekonk. These towns have a total population of 29,583.

Of the 12 municipalities not served by the last-named companies, 6, as already noted, have no telephone service. The other 6 are served as follows:—

Hancock, by the Columbia and Rensselaer County Telephone Company.

Richmond, by the Richmond Co-operative Telephone Company.

Hawley and Heath, by the Heath Telephone Company.

Leyden, by the Bernardston & Gill Telephone Company.

Leverett, by the Highland Telephone Company.

The Heath Telephone Company serves the towns of Ashfield, Buckland, Charlemont, Colrain, Conway, Deerfield, Hawley, Heath, Rowe and Shelburne. All of these towns, with the exception of Heath and Hawley, are also served by the New England Telephone and Telegraph Company.

The Highland Telephone Company serves the towns of Leverett, New Salem, Shutesbury and Wendell. All of these towns, with the exception of Wendell, are also served by the New England Telephone and Telegraph Company.

The Public Telephone Company, owned by Dr. C. F. Lane, serves the towns of Chilmark, Cottage City, Edgartown, Gay Head, Tisbury and West Tisbury. These towns are also served by the New England Telephone and Telegraph Company.

The city of New Bedford has the service of both the New England Telephone and Telegraph Company and the Automatic Telephone Company of New Bedford, there being 3,072 subscribers to the first and 1,093 subscribers to the second.

The city of Fall River has the service of both the New England Telephone and Telegraph Company and the Fall River Automatic Telephone Company, there being 3,158 subscribers to the first and 1,135 subscribers to the second.

The following additional towns are served by the New England Telephone and Telegraph Company, and also by private lines or by co-operative telephone companies or associations:—

Barnstable and Yarmouth, by the Cape Cod Telephone Company.

Bernardston and Gill, by the Bernardston & Gill Telephone Company.

Bolton, by the Bolton Telephone Company.

Chelmsford, by the Chelmsford Telephone Company.

Deerfield, by Lyman B. Wise.

Granby, by the Granby Telephone and Telegraph Company of Massachusetts.

Ipswich, by the Carpenter & Bailey Telephone Company.

Littleton, by the Littleton Telephone Association.

Norton, by the Farmers' Mutual Telephone Company.

Oakham, by the Oakham and Coldbrook Springs Telephone Company.

Orleans, by the Orleans Telephone Company.

Rochester, by R. McGilvray.

Rowley, by the Carpenter & Bailey Telephone Company.

Royalston, by S. C. French.

West Brookfield, by Dr. C. E. Perkins.

West Stockbridge, by the W. H. Losty Telephone Line, West Stockbridge Mutual Telephone Company, State Line Co-operative Telephone Company No. 12, and State Line Mutual Telephone Company No. 7.

Williamsburg, by the Citizens' Independent Telephone Company.

In this last group of telephone organizations, the Cape Cod Telephone Company is an independent company and covers in part ground covered by the New England or Southern Massachusetts Telephone Company. The others are private lines or rural lines operating in territory not served by the New England Telephone and Telegraph Company.

There are 4 mutual or assessment organizations, as follows:—

Chelmsford Telephone Company of Chelmsford.

Farmers' Mutual Telephone Company of Norton.

Raymond McGilvray of Rochester.

Otter River Telephone Company of Otter River, Templeton.

The company known as "the Raymond McGilvray" of Rochester constructed and maintain the lines by subscription. Each party interested owns his telephone. There are 11 subscribers.

The Farmers' Mutual of Norton was built and equipped by selling of stock in shares of the value of \$25. It is maintained by an annual assessment of about \$6. There are no dividends paid on account of stock. There are 20 subscribers.

The following companies report no earnings in Massachusetts, and the reasons may be simply stated:—

American Bell Telephone Company. (This company has been replaced so far as actual operation is concerned by the American Telephone and Telegraph Company.)

American Telephone and Telegraph Company of Massachusetts.

New England Telephone and Telegraph Company of Massachusetts.

These companies have Massachusetts charters for securing franchises and purchasing real estate in the State, the operations under the franchises being conducted under contracts or agreements by their respective parent companies, the American Telephone and Telegraph Company and the New England Telephone and Telegraph Company.

The Deerfield Valley Telephone and Telegraph Company and Charlemont Telephone Company have become a part of the New England Telephone and Telegraph Company.

The Valley Telephone Company has become a part of the Highland Telephone Company.

The Hampden Automatic Telephone Company, Home Automatic Telephone Company, Lawrence Independent Telephone Company, Metropolitan Home Telephone Company, Nantucket Telephone Company and Puritan Telephone Company have for various reasons not reached the point of transmitting intelligence by electricity.

The following companies and organizations are reported as being out of business, or, so far as the Highway Commission can ascertain, have no office and are not doing business. The commission would recommend that their charters or organizations be annulled.

NAME OF COMPANY.	Office.	Date of Charter or Organization.
Agawam Telephone Company, .	Rowley, . .	Organized Sept. 23, 1905.
Blandford Telephone Company,	Blandford, .	Organized Jan. 6, 1887.
Citizens' Telephone and Telegraph Company.	Worcester, .	Organized June 5, 1900.
Drawbaugh Telephone and Telegraph Company.	- -	Chartered, chapter 149, Acts of 1894.

NAME OF COMPANY.	Office.	Date of Charter or Organization.
Eastern Telephone Company, The.	Rowley, . .	No report found.
Globe Telephone Company, .	Lowell, . .	Organized Aug. 12, 1899.
Gloucester Automatic Tele- phone Company.	Boston, . .	Organized March 29, 1898.
Merrimac Valley Telephone Company.	Lawrence, .	Organized Sept. 1, 1880.
Old Colony Automatic Tele- phone Company.	Plymouth, .	Organized March 2, 1903.
States Telephone and Telegraph Company.	- -	Chartered, chapter 149, Acts of 1878.
Worcester Telephone Company,	Worcester, .	Organized June 27, 1899.
South Berkshire Independent Telephone and Telegraph Company of Massachusetts.	Great Barrington,	Organized June 16, 1902.

TELEGRAPH COMPANIES.

It is not clear just what the intent of the act is which places all companies engaged in the transmission of intelligence by electricity under the supervision of the Massachusetts Highway Commission.

The 11 telegraph companies which report their gross earnings resulting from business within the Commonwealth may well be divided into two distinct classes; first, those companies which deal directly with the public, and maintain offices and equipments for receiving and sending messages; second, those companies which do not appear to maintain such offices, and so deal with the general public.

Inasmuch as the returns from the different companies are not required to be made before next year, the commission has not deemed it wise to make any effort to obtain the detailed statistics of physical plant, capital or business for this report, but rather to report in a general way the names of companies engaged in the business, and to what extent they serve the people of the Commonwealth as a whole.

A greater part of the information which the commission has was obtained in reply to a circular letter sent to the officers of each city and town in the Commonwealth. This circular contained the following questions:—

a. Does the Western Union Telegraph Company furnish telegraph service in your municipality?

b. Does the Postal Telegraph-Cable Company furnish telegraph service in your municipality?

c. Does any person, partnership, association or corporation, other than those enumerated above, furnish telegraph service in your municipality?

Replies were received from every city and town in the Commonwealth. These replies seem to indicate that there are 3 companies doing the telegraph business of the State, viz., the Western Union, Postal Telegraph-Cable and Martha's Vineyard Telegraph companies. If there are others they have not been reported.

The Western Union Telegraph Company has offices and equipment for receiving and sending messages in each of the 33 cities and in 228 out of the 321 towns. An arrangement between the telegraph and telephone companies extends this service to several towns, by telephone from the nearest telegraph office.

The Postal Telegraph-Cable Company of Massachusetts has offices and equipment for receiving and sending messages in 25 out of the 33 cities, and in 18 of the larger towns. So far as present information goes, the Postal Company has no offices in any city or town of the Commonwealth where there is no Western Union office.

The Martha's Vineyard Telegraph Company operates in the county of Dukes County, and has offices in Cottage City and Tisbury. This company connects with the Western Union Telegraph Company at Woods Hole, their cable crossing Vineyard Sound and landing on Pasque Island, a part of the town of Gosnold.

Of the 11 telegraph companies reporting their earnings in the Commonwealth, 2 are owned by the Western Union Telegraph Company, viz., the American District Telegraph Company (of Maine) and the Mutual District Messenger Company of Boston.

The total gross earnings of these 11 companies amount to \$308,029.34. Of these gross earnings, the Western Union Telegraph Company and its allied companies, the Postal Telegraph-Cable Company of Massachusetts and the Martha's Vineyard Telegraph Company, receive \$182,206.51.

The nature of the business of the other companies, except the

Marconi Wireless Telegraph Company, with gross earnings amounting to \$125,822.83, is not definitely known, and cannot be until the returns of next year are made.

There are 13 telegraph companies that report no earnings. Four of these are owned by the Western Union Telegraph Company, and their earnings are included in the return of that company. The 4 companies are: —

American Rapid Telegraph Company of Massachusetts.

American Union Telegraph Company.

Franklin Telegraph Company.

Gold and Stock Telegraph Company.

Two of these companies report that they are not engaged in the transmission of intelligence by electricity, viz., the Municipal Fire and Police Telegraph Company and the United States Fire and Police Telegraph Company.

The cable of the French Telegraph Cable Company lands at Orleans, and all its messages are taken from or delivered to the Western Union Telegraph Company.

The American De Forest Wireless Telegraph Company reports that it is doing no business in Massachusetts.

The Ocean Telegraph Company extends from the office in Duxbury to connect with the cable of the Anglo American Telegraph Company, three miles out to sea. This company secured the franchise and real estate for the Cable Company, and the messages of that company are received and sent over the wires and cables.

The business of the Postal Telegraph Company is done by the Postal Telegraph-Cable Company of Massachusetts.

The Atlantic Telegraph Company of Massachusetts and the Stock Quotation Company do not appear to do business in Massachusetts.

The following telegraph companies could not be reached, and letters sent to their offices were returned uncalled for. The commission would recommend that their charters be annulled by legislative act.

Baltimore & Ohio Telegraph Company, incorporated June 15, 1884.

Bankers' and Merchants' Telegraph Company of Massachusetts, incorporated Nov. 3, 1883.

Boston & Cape Cod Marine Telegraph Company, chapter 120, Acts of 1856.

Boston Multiplex Telegraph Company, incorporated Feb. 1, 1884.

Boston & Portland Telegraph Company, chapter 61, Acts of 1850.

Cape Cod Telegraph Company, chapter 348, Acts of 1855.

Commercial Telegraph Company, chapter 252, Acts of 1852.

New England Printing Telegraph Company of Massachusetts, incorporated Aug. 13, 1890.

The charters of the Electro Pneumatic Despatch Company and American Typewriter Telegraph Company, both Maine corporations, have apparently been surrendered.

W. E. McCLINTOCK,

HAROLD PARKER,

JOHN H. MANNING,

Massachusetts Highway Commission.

APPENDIX A.

SHOWING CERTAIN INFORMATION CONCERNING THE GROSS
EARNINGS OF THE SEVERAL TELEGRAPH AND TELEPHONE
COMPANIES, AS FURNISHED TO THE TAX COMMISSIONER
OF THE COMMONWEALTH.

COPY.

Nov. 7, 1906.

HON. WILLIAM D. TREFRY, *Commissioner of Corporations and Tax
Commissioner, State House, Boston, Mass.*

DEAR SIR:—At your request, in order that you may apportion the sum appropriated in 1906 for the additional salaries and expenses of the Massachusetts Highway Commission, under the Acts of 1906, chapter 433, as provided in section 3 of said act, the Massachusetts Highway Commission herewith submits a schedule of the gross earnings of the several companies known to be engaged in the transmission of intelligence by electricity in this Commonwealth, together with two other schedules giving certain data resulting from the investigation.

In most cases, the gross earnings shown have been sworn to by the principal officials of the companies. In some cases, and then only when the companies or individuals, with perhaps one exception, are known to be doing a very small and almost insignificant business, the earnings shown in the schedule are not supported by sworn statements. In every case the Board has attempted to get sworn returns on regular forms like the blank which is enclosed, but in the few instances above referred to it has thus far failed.

The commissioners believe that to get the sworn statements in these few cases it would be necessary to summon the officials of the companies before the Board, and that the result which would be secured by this expensive process would not be commensurate with the expense involved, particularly as it is understood that any inaccuracies or omissions in this year's list may be corrected next year.

The Public Telephone Company, Charles F. Lane, manager, of Vineyard Haven, whose business is, perhaps, the largest of any of the companies or individuals which have not made sworn returns, has been summoned to appear before the Board for examination.

In Schedule III. will be found a list of certain companies which the commission has utterly failed to get into communication with. It is probable that all of these concerns have ceased to do business.

The returns show the total gross earnings of the telephone companies to be \$7,132,545.60, and those of the telegraph companies to be \$308,029.34.

By order of the Massachusetts Highway Commission,

(Signed)

A. B. FLETCHER,
Secretary.

SCHEDULE I.

Showing the Gross Earnings of the Several Companies, etc., engaged in the Transmission of Intelligence by Electricity in Massachusetts, Nov. 7, 1906.

Telephone Companies.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY. <i>President</i> , Frederick P. Fish; <i>Treasurer</i> , William R. Driver. Address, Boston.		
Gross earnings for year ending Dec. 31, 1905,	.	\$339,701 93
AUTOMATIC TELEPHONE COMPANY OF NEW BEDFORD. <i>President</i> , Francis T. Akin; <i>Treasurer</i> , Frederic Taber. Address, New Bedford.		
Gross earnings for year ending March 1,	.	27,274 13
BOLTON TELEPHONE COMPANY, THE. <i>President</i> , J. N. Pardee; <i>Treasurer</i> , Guy T. Emerson. Address, Bolton.		
Gross earnings for six months ending July 1,	.	131 63
CAPE COD TELEPHONE COMPANY. <i>President</i> , F. Percy Goss; <i>Treasurer</i> , Arthur G. Guyer. Address, Hyannis.		
Gross earnings for year ending Aug. 31, 1905,	.	2,475 53
CARPENTER & BAILEY TELEPHONE COMPANY. Sole owners, Almon E. Carpenter, Albert E. Bailey. Address, Rowley.		
Gross earnings for year ending June 30, 1906,	.	465 00
CITIZENS INDEPENDENT TELEPHONE COMPANY, THE. <i>President</i> , A. S. Hills; <i>Treasurer</i> , Byron Loomis. Address, Haydenville.		
Gross earnings for year ending February 1,	.	300 00
COLUMBIA & RENSSELAER TELEPHONE AND TELEGRAPH COMPANY. <i>President</i> , A. S. Haight; <i>Treasurer</i> , M. J. Fowler. Address, West Lebanon, N. Y.		
Gross earnings for year ending July 1, 1906,	.	100 00
<i>Amount carried forward,</i>	.	\$370,448 22

<i>Amount brought forward,</i>		\$370,448 22
FALL RIVER AUTOMATIC TELEPHONE COMPANY. <i>President,</i> Edward B. Jennings; <i>Treasurer,</i> Bradford D. Davol. Address, Fall River.		
Gross earnings for year ending March 31, 1906,		30,383 59
FLAGG, LEVI W. ¹ Owner, Levi W. Flagg. Address, New Salem.		
Gross earnings for year ending Oct. 1, 1906,		74 00
FRENCH, S. C. ¹ Owner, S. C. French. Address, Royalston.		
Gross earnings (per year, approximate),		5 00
GRANBY TELEPHONE AND TELEGRAPH COMPANY OF MASSA- CHUSETTS, THE. <i>President,</i> George F. Eastman; <i>Treasurer,</i> W. A. Taylor. Address, Granby.		
Gross earnings for year ending Jan. 15, 1906,		1,052 74
HEATH TELEPHONE COMPANY. <i>President,</i> W. E. Kinsman; <i>Treasurer,</i> H. Newell. Address, Shelburne Falls.		
Gross earnings for year ending October 1,		7,115 76
HIGHLAND TELEPHONE COMPANY. <i>President,</i> Rawson King; <i>Treasurer,</i> Willard Putnam. Address, New Salem.		
Gross earnings for year ending July 1, 1906,		613 49
LITTLETON TELEPHONE ASSOCIATION. <i>President,</i> Frank B. Priest; <i>Treasurer,</i> J. Melom Hartwell. Address, Littleton.		
Gross earnings for year ending July,		410 00
LOSTY, W. H., TELEPHONE LINE. Owner, W. H. Losty. Address, West Stockbridge.		
Gross earnings for year ending June 30, 1906,		226 80
MASSACHUSETTS TELEPHONE AND TELEGRAPH COMPANY, THE. <i>President,</i> Fred Jones; <i>Treasurer,</i> William Shirden. Address, Boston.		
Gross earnings for year ending Dec. 31, 1905,		2,654 79
MILLER'S FALLS, MASS., TELEPHONE EXCHANGE. Owner, E. M. Partridge. Address, Miller's Falls.		
Gross earnings for year ending July 1,		1,669 89
<i>Amount carried forward,</i>		\$414,654 28

¹ No sworn statement received.

<i>Amount brought forward,</i>		\$414,654 28
NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY.		
<i>President</i> , Thomas Sherwin; <i>Treasurer</i> , William R. Driver. Address, Boston.		
Gross earnings for year ending Dec. 31, 1905,		6,179,565 11
NORTH ASHBURNHAM TELEPHONE COMPANY. Manager, Herbert J. Blanchard. Address, Ashburnham.		
Gross earnings for year ending July 31, 1906,		118 00
NORTHFIELD FARMS TELEPHONE COMPANY. Owners, O. L. Leach, C. H. Green. Address, Northfield Farms.		
Gross earnings for year ending Feb. 1, 1906,		94 60
NORTH ORANGE TELEPHONE COMPANY. <i>President</i> , Leslie H. Woodbury; <i>Treasurer</i> , Leslie H. Woodbury. Address, North Orange.		
Gross earnings for year ending Jan. 1, 1907,		204 00
OAKHAM & COLD BROOK SPRINGS TELEPHONE COMPANY. <i>President</i> , F. S. Conant; <i>Treasurer</i> , Harry B. Parker. Address, Oakham.		
Gross earnings for year ending June 1, 1906,		650 58
ORLEANS TELEPHONE COMPANY. Owner, Henry K. Cummings. Address, Orleans.		
Gross earnings for year ending Dec. 31, 1905,		226 64
PEOPLES TELEPHONE COMPANY, THE. <i>President</i> , Cornelius A. Parker; <i>Treasurer</i> , Henry C. Attwell. Address, Boston.		
Gross earnings for year ending Jan. 1, 1906,		6,473 22
PROVIDENCE TELEPHONE COMPANY OF MASSACHUSETTS. <i>President</i> , Thomas Sherwin; <i>Treasurer</i> , Robert W. Devonshire. Address, Boston.		
Gross earnings for year ending Nov. 30, 1905,		31,752 35
PUBLIC TELEPHONE COMPANY. ¹ Owner, Charles F. Lane. Address, Vineyard Haven.		
Gross earnings (per year, approximate),		1,700 00
RICHMOND CO-OPERATIVE TELEPHONE COMPANY. <i>President</i> , Frederic A. Clement; <i>Treasurer</i> , John R. Ayer. Address, Richmond.		
Gross earnings for year ending Feb. 20, 1906,		666 63
<i>Amount carried forward,</i>		\$6,636,105 41

¹ No sworn statement received.

<i>Amount brought forward,</i>		\$6,636,105 41
SOUTHERN MASSACHUSETTS TELEPHONE COMPANY. <i>President</i> , Thomas Sherwin; <i>Treasurer</i> , William R. Driver. Address, Boston.		
Gross earnings for year ending Dec. 31, 1905,		496,010 22
STATE LINE MUTUAL TELEPHONE COMPANY No. 7. <i>President</i> , John Howes; <i>Treasurer</i> , Milton E. Sprague. Address, West Stockbridge.		
Gross earnings for year ending July 1, 1906,		6 00
STATE LINE CO-OPERATIVE TELEPHONE COMPANY No. 12. <i>President</i> , H. C. Kinne; <i>Treasurer</i> , H. C. Kinne. Address, State Line.		
Gross earnings for year ending Dec. 6, 1905,		28 00
WEST STOCKBRIDGE MUTUAL TELEPHONE COMPANY. <i>President</i> , Cyrus W. Sprague; <i>Treasurer</i> , James S. Moore. Address, West Stockbridge.		
Gross earnings for year ending July 1, 1906,		395 97
		\$7,132,545 60
<i>Telegraph Companies.</i>		
AMERICAN DISTRICT TELEGRAPH COMPANY (OF MAINE). <i>President</i> , R. C. Clowry; <i>Treasurer</i> , M. T. Wilbur. Address, Boston.		
Gross earnings for year ending June 30, 1906,		\$13,334 83
COMMERCIAL CABLE COMPANY, THE. <i>President</i> , Frederick H. Putt; <i>Treasurer</i> , Edward C. Platt. Address, Boston.		
Gross earnings for year ending June 30, 1906,		37,371 09
COMMERCIAL UNION TELEGRAPH COMPANY OF MASSACHUSETTS, THE. <i>President</i> , William H. Baker; <i>Treasurer</i> , Thomas E. Fleming. Address, Boston.		
Gross earnings for year ending Dec. 31, 1905,		15,507 14
MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA. <i>President</i> , John W. Griggs; <i>Treasurer</i> , Frank Newman. Address, New York City.		
Gross earnings for year ending June 30,		1,121 10
MARTHA'S VINEYARD TELEGRAPH COMPANY. <i>President</i> , H. G. Haddon; <i>Treasurer</i> , J. H. Wentworth. Address, Boston.		
Gross earnings for year ending September 30,		6,972 37
<i>Amount carried forward,</i>		\$74,306 53

<i>Amount brought forward,</i>		\$74,306 53
MIXER BROTHERS. Owners, J. Frank Mixer, William A. Mixer. Address, Boston.		
Gross earnings for year ending June 30, 1906,		12,987 60
MUTUAL DISTRICT MESSENGER COMPANY OF BOSTON.		
<i>President, R. C. Clowry; Treasurer, M. T. Wilbur.</i>		
Address, Boston.		
Gross earnings for year ending May 31, 1906,		45,821 58
NEW ENGLAND TELEGRAPH COMPANY. <i>President, William H. Baker; Treasurer, Charles P. Bruch.</i> Address, Boston.		
Gross earnings for year ending Dec. 31, 1905,		6,030 55
POSTAL TELEGRAPH-CABLE COMPANY OF MASSACHUSETTS.		
<i>President, William H. Baker; Treasurer, Thomas E. Fleming.</i> Address, Boston.		
Gross earnings for year ending Dec. 31, 1905,		21,537 70
UNITED TELEGRAM COMPANY. <i>President, Charles F. Parker; Treasurer, Jere A. Downs.</i> Address, Boston.		
Gross earnings for year ending Oct. 31, 1905,		52,805 35
WESTERN UNION TELEGRAPH COMPANY. <i>President, R. C. Clowry; Treasurer, M. T. Wilbur.</i> Address, New York City.		
Gross earnings for year ending Dec. 31, 1905,		94,540 03
		\$308,029 34

Amounts to be assessed on Companies, etc., on Basis of \$6,875 (Appropriated, Acts of 1906, Chapter 536), Nov. 7, 1906.

$$\text{Coeff.} = \frac{6,875}{7,440,574.94} = 0.000924.$$

Telephone Companies.

COMPANIES, ETC.	Gross Earnings.	Assessment.
American Telephone and Telegraph Company,	\$339,701 93	\$313 87
Automatic Telephone Company of New Bedford,	27,274 13	25 20
Bolton Telephone Company, The,	131 63	12
Cape Cod Telephone Company,	2,475 53	2 28
Carpenter & Bailey Telephone Company,	465 00	43
Citizens Independent Telephone Company, The,	300 00	28
Columbia & Rensselaer Telephone and Telegraph Company,	100 00	09

Telephone Companies — Concluded.

COMPANIES, ETC.	Gross Earnings.	Assessment.
Fall River Automatic Telephone Company, .	\$30,383 59	\$28 06
Flagg, Levi W., ...	74 00	07
French, S. C., ...	5 00	—
Granby Telephone and Telegraph Company of Massachusetts, The, ...	1,052 74	96
Heath Telephone Company, ...	7,115 76	6 57
Highland Telephone Company, ...	613 49	56
Littleton Telephone Association, ...	410 00	38
Losty, W. H., Telephone Line, ...	226 80	21
Massachusetts Telephone and Telegraph Com- pany, The, ...	2,654 79	2 45
Miller's Falls, Mass., Telephone Exchange, .	1,669 89	1 54
New England Telephone and Telegraph Com- pany, ...	6,179,565 11	5,709 92
North Ashburnham Telephone Company, . .	118 00	11
Northfield Farms Telephone Company, . .	94 60	09
North Orange Telephone Company, ...	204 00	19
Oakham & Coldbrook Springs Telephone Company, ...	650 58	60
Orleans Telephone Company, ...	226 64	21
Peoples Telephone Company, The, ...	6,473 22	5 98
Providence Telephone Company of Massa- chusetts, ...	31,752 35	29 34
Public Telephone Company, ...	1,700 00	1 57
Richmond Co-operative Telephone Company, .	666 63	61
Southern Massachusetts Telephone Company, .	496,010 22	458 31
State Line Mutual Telephone Company No. 7, .	6 00	—
State Line Co-operative Telephone Company No. 12, ...	28 00	03
West Stockbridge Mutual Telephone Com- pany, ...	395 97	37
<i>Telegraph Companies.</i>		
American District Telegraph Company (of Maine), ...	13,334 83	12 32
Commercial Cable Company, The, ...	37,371 09	34 53
Commercial Union Telegraph Company of Massachusetts, The, ...	15,507 14	14 33
Marconi Wireless Telegraph Company of America, ...	1,121 10	1 04
Martha's Vineyard Telegraph Company, . .	6,972 37	6 44
Mixer Brothers, ...	12,987 60	12 00
Mutual District Messenger Company of Boston, ...	45,821 58	42 33
New England Telegraph Company, ...	6,030 55	5 57
Postal Telegraph-Cable Company of Massa- chusetts, ...	21,537 70	19 90
United Telegram Company, ...	52,805 35	48 79
Western Union Telegraph Company, ...	94,540 03	87 35
		\$6,875 00

SCHEDULE II.

Companies, etc., which have reported no Gross Earnings in Massachusetts, Nov. 7, 1906.

Telephone Companies.

American Bell Telephone Company.
American Telephone and Telegraph Company of Massachusetts.
Blandford Telephone Company.^{1, 2}
Charlemont Telephone Company.^{1, 3}
Chelmsford Telephone Company.^{1, 4}
Citizens' Telephone and Telegraph Company.^{1, 5}
Deerfield Valley Telephone and Telegraph Company.
Farmers Mutual Telephone Company.
Hampden Automatic Telephone Company.
Home Automatic Telephone Company.
Lawrence Independent Telephone Company.
McGilvray, Raymond, Rochester, Mass.
Metropolitan Home Telephone Company.^{1, 6}
Nantucket Telephone Company.
New England Telephone and Telegraph Company of Massachusetts.
Old Colony Automatic Telephone Company.^{1, 7}
Otter River Telephone Company.
Puritan Telephone Company.
South Berkshire Independent Telephone and Telegraph Company of Massachusetts.
Valley Telephone Company.^{1, 8}
Wise, Lyman B., Deerfield, Mass.
Worcester Telephone Company.^{1, 9}

¹ No sworn statement received.

² C. B. Hayden, president, states that the company has been out of business for some years.

³ L. W. Sears, president, states that this company has been sold out to the Deerfield Valley Telephone and Telegraph Company.

⁴ Said to be a co-operative company with no earnings.

⁵ F. W. White, clerk, states that the company has done no business.

⁶ W. N. Akers, president, states that the company is at organizing stage only.

⁷ A. Atwood, president, states that the concern is out of business.

⁸ J. W. Watson states that this concern is now controlled by the Highland Telephone Company.

⁹ Henry F. Harris, president, states that the concern is out of business.

Telegraph Companies.

American Rapid Telegraph Company of Massachusetts.¹

American Typewriter Telegraph Company.^{2, 3}

American Union Telegraph Company.^{2, 4}

American DeForest Wireless Telegraph Company.^{2, 5}

Atlantic Telegraph Company.

Franklin Telegraph Company.¹

French Telegraph Company.^{2, 6}

Gold and Stock Telegraph Company.¹

Municipal Fire and Police Telegraph Company.^{2, 7}

Ocean Telegraph Company.

Postal Telegraph Company.^{2, 8}

Stock Quotation Company.^{2, 9}

United States Fire and Police Telegraph Company.^{2, 7}

¹ Sworn certificate filed by officers of Western Union Telegraph Company states that the gross earnings of this concern are included in the gross earnings of the Western Union Telegraph Company.

² No sworn statement received.

³ R. P. Elliott states that the concern is out of business.

⁴ C. F. Ames, superintendent, Western Union Telegraph Company, says the concern was absorbed by the Western Union Telegraph Company.

⁵ Letter received stating that the company is not now engaged in business in the Commonwealth.

⁶ H. Osborne, superintendent, states that this company has no earnings in Massachusetts.

⁷ W. W. Bowes, assistant treasurer, Gamewell Fire Alarm Telegraph Company, says this company is not engaged in transmission of intelligence, etc., in Massachusetts.

⁸ E. B. Pillsbury, superintendent, Postal Telegraph-Cable Company, says there is no such company.

⁹ Wm. H. Hurst, president, says company has no earnings in Massachusetts.

SCHEDULE III.

*Companies, etc., from which no Information as to Gross Earnings
has been secured (Letters returned, Parties not found), Nov.
7, 1906.*

Telephone Companies.

Agawam Telephone Company, Rowley, Mass.
Drawbaugh Telephone and Telegraph Company.
Eastern Telephone Company, The, Rowley, Mass.
Globe Telephone Company.
Gloucester Automatic Telephone Company.
Merrimack Valley Telephone Company.
States Telephone and Telegraph Company.

Telegraph Companies.

Baltimore & Ohio Telegraph Company.
Bankers and Merchants Telegraph Company of Massachusetts.
Boston Multiplex Telegraph Company.
Boston & Cape Cod Marine Telegraph Company.
Boston & Portland Telegraph Company.
Cape Cod Telegraph Company.
Commercial Telegraph Company.
Electro-Pneumatic Dispatch Company.
New England Printing Telegraph Company of Massachusetts.

APPENDIX B.

ACTS OF 1906, CHAPTER 433.

AN ACT RELATIVE TO THE SUPERVISION BY THE MASSACHUSETTS HIGHWAY COMMISSION OF ALL COMPANIES ENGAGED IN THE TRANSMISSION OF INTELLIGENCE BY ELECTRICITY.

Be it enacted, etc., as follows:

The Massachusetts highway commission to have supervision of companies transmitting intelligence by electricity, etc.

SECTION 1. The Massachusetts highway commission shall have general supervision of all companies engaged in the transmission of intelligence by electricity within this Commonwealth, and shall make all necessary examinations and inquiries and keep themselves informed as to the compliance of all such companies with the provisions of law. None of said commissioners shall be in the employ of or own any stock in any company engaged in the transmission of intelligence by electricity in this Commonwealth, or be in any way, directly or indirectly, pecuniarily interested in the manufacture or sale of any article or commodity used by such companies, or for any purpose connected with the business of transmission of intelligence by electricity, nor shall he be connected with, or in the employ of any person, partnership, association or corporation which finances any such company.

Compensation. Each member of said commission shall receive from the Commonwealth annually fifteen hundred dollars in addition to the compensation now provided by law.

Expenses.

SECTION 2. Said commission may expend in the performance of its duties under this act for necessary statistics, books, stationery, clerical, travelling and incidental expenses, a sum not exceeding six thousand dollars annually.

Amount of expenses to be apportioned by the tax commissioner, etc.

SECTION 3. All sums of money annually appropriated for the additional salaries and expenses of the Massachusetts highway commission required by this act shall be apportioned

by the tax commissioner among the several companies engaged in the business of transmission of intelligence by electricity within the Commonwealth; and on or before the first day of July in each year he shall assess upon each of said companies its share of such sums in proportion to its gross earnings in this Commonwealth for the year last preceding the year in which the assessment is made; and such assessment shall be collected in the same manner as taxes upon corporations.

SECTION 4. Said commission shall annually, on or before the first Wednesday in January, transmit to the secretary of the Commonwealth a report to the general court of all proceedings under the provisions of this act during the period covered by the report, together with such suggestions as to the condition or conduct of companies engaged in the transmission of intelligence by electricity as the said commission may deem expedient. Annual report.

SECTION 5. Upon complaint in writing relative to the service or charges for service in, to or from any city or town in the Commonwealth as rendered or made by any company engaged therein in the transmission of intelligence by electricity, signed by the mayor of the city or the selectmen of the town, or by twenty customers of the company, the commission shall notify the company by leaving at its office or place of business in such city or town a copy of the complaint, and shall thereupon, after notice, give a public hearing to the complainant or complainants and to the company, and after the hearing may make such recommendations concerning the reduction, modification or continuation of such charges for service, or concerning improvements in the quality of the service, or concerning such other matters in the premises as the commission shall deem just and proper. Any such recommendations shall be transmitted in writing by the commission to the company complained of, and a report of the proceedings and of the result thereof shall be included in the annual report of the commission, together with a statement of the action, if any, which the company has taken on the recommendation.

Hearing to be given in complaint relative to service, etc.

SECTION 6. If a company engaged in the transmission of intelligence by electricity violates or neglects in any respect to comply with the provisions of any law, said commission shall give due notice thereof in writing to such company and

The attorney-general to take proceedings in certain cases, etc.

to the attorney-general, who shall take such proceedings thereon as he may deem expedient.

Supreme
judicial court
to have
jurisdiction.

SECTION 7. The supreme judicial court or the superior court shall have jurisdiction in equity, upon the application of said commission, to enforce all lawful orders of the commission and all provisions of law herein contained.

Annual
returns to be
made, etc.

SECTION 8. Every company engaged in the business of the transmission of intelligence by electricity within the Commonwealth shall annually, on or before the first day of October in each year after the year nineteen hundred and six, submit to said commission a report of its doings for the year ending on such date or dates preceding as said commission may designate, which report shall be in such form and detail as the commission may from time to time prescribe, and shall be called the "Annual Return." Such return shall be sworn to by the treasurer and by the chief accounting officer of such company, and shall include a statement of its business, receipts and expenditures within the Commonwealth during the year, its dividends paid out and declared, the amount of its authorized capital and its indebtedness and financial condition, on such date or dates as said commission may designate.

Penalty for
neglect to
make return.

SECTION 9. Any company engaged in the business of the transmission of intelligence by electricity within the Commonwealth neglecting to make the annual return required by the preceding sections shall, for the first fifteen days or portion thereof during which such neglect continues, forfeit five dollars a day; for the second fifteen days or any portion thereof, ten dollars a day; and for each day thereafter a sum not exceeding fifteen dollars a day. If any company unreasonably refuses or neglects to make such return, it shall, in addition thereto, forfeit not more than five hundred dollars for each offence. All forfeitures recovered under the provisions of this act shall be paid into the treasury of the Commonwealth.

Companies to
furnish infor-
mation, etc.

SECTION 10. In addition to the annual return required by section eight, every such company shall at all times, upon request, furnish to the said commission any information required by the commission concerning the condition, management and operation of its business within the Commonwealth, or concerning its rates or charges or the facilities afforded by

it to the public therein, and shall comply with all lawful orders of said commission; and the commission may at all reasonable times have access to the books of such company.

SECTION 11. Every company engaged in the business of the transmission of intelligence by electricity within the Commonwealth shall keep its books and accounts covering the business done within the Commonwealth in a form approved by said commission. Books and accounts.

SECTION 12. The word "company" shall include every person, partnership, association and corporation engaged in the business of the transmission of intelligence by electricity. The word "company" defined.

SECTION 13. In all investigations made by the board, and in all proceedings before it, any member thereof may summon witnesses in behalf of the Commonwealth, and may administer oaths and take testimony. The fees of such witnesses for attendance and travel shall be the same as for witnesses before the superior court, and shall be paid by the Commonwealth upon the certificate of the board filed with the auditor. Witnesses may be summoned, etc.

SECTION 14. This act shall take effect on the first day of July, nineteen hundred and six. When to take effect.

Approved May 31, 1906.

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